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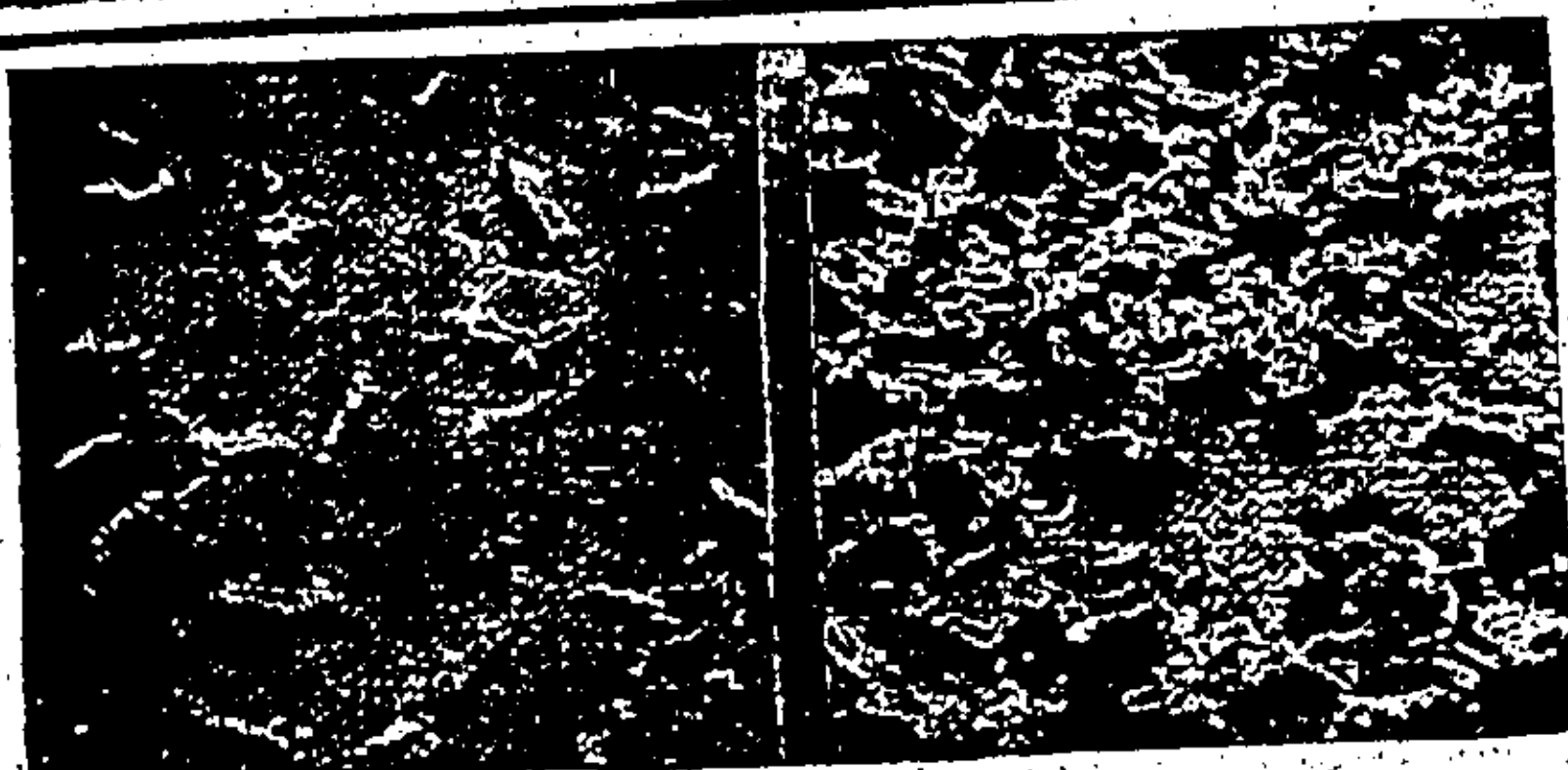
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NEW METHOD OF TEACHING. "THE POWER OF SILENT READING."

The Vice-Chancellor of Dacca University (Mr. P. J. Harog) speaking at a recent convocation said:

There is one piece of work of general interest to Bengal as a whole which is being actively prosecuted by Mr. West, Reader in Education and Principal of the Training College, with the assistance of his colleagues and pupils, to which I feel bound to draw attention. It deals with a problem in which I have long been interested. As a member of the Calcutta University Commission, I came to the conclusion that far too little time and trouble was devoted to the mother tongue in Bengal, that far too much was spent on English and with results quite incommensurate to the time spent. The problem of a second language in Bengal is in many ways the problem of all but the three or four countries of which the language is in a sense universal use and which produce annually a volume of scientific, technical and learned literature which makes that one language suffice for the needs of the majority of its educated citizens. No one would dream of saying that Swedish, or Danish, or Dutch, or even Russian would suffice alone for the educated men of those countries; for not only is that so, but except in the case of Russia, of which I dare prophesy nothing, none of those countries is likely to produce the scientific, technical and learned literature needed by its citizens in order to bring their information up-to-date. And Bengal, like the other provinces of India, comes within the same category. It needs a second language and will continue to need it for long years to come; and quite apart from political relations, English is the literary language most widely used throughout the world.

Mr. West has attacked the problem of teaching this second language to the Indian boy with these facts in mind and from a point of view somewhat though not wholly different from that adopted by the Commission. He points out that it is far more important for the vast majority of Indian boys to be able to read English 'silently' than to speak English. The problem of silent reading is one which has engaged the attention of many educators and psychologists during the last few years, especially in America. It is one of the greatest importance to the practical man who needs not to be able to read slowly and painfully word for word, but above all to be able to glance through a book or newspaper, to 'tear the heart out of it' as we say, to find out quickly what he wants. The process is sometimes called 'skimming' a somewhat derogatory term. It was, I think, Earl Balfour, then Mr. Arthur Balfour, who said in a University address, that the man who cannot skim, cannot read. The problem of teaching silent reading and skimming is a foreign tongue to Mr. West and his collaborators to teach and in dealing with which he has reached most important and interesting results. I can only touch on the subject, without entering into the details of the many hundreds of experiments and tests carried out by Mr. West and his students in the schools of Dacca, Hyderabad and elsewhere. He has brought to light the unexpected fact that one of the reasons why many Bengali boys cannot read quickly and silently in English is because they cannot read quickly and silently in their mother tongue; that the process is transferable from one language to another; that improvement in Bengali follows improvement in English, and vice versa. He has shown and comprehension can be developed in schools at a rate previously unknown. He claims that by improved methods the pupils can be taught in a few weeks what it previously took years to achieve. I trust that his work will be crowned with complete success; and that after solving the problem of silent reading he will tackle with equal success the problem of speech and pronunciation. Indeed, I know that he has already attacked it in Bengal. The problem of teaching speech in a foreign tongue is not a new one. It has been dealt with in western countries and from what I have seen I fully believe that with the help of teachers trained in modern phonetic methods the average Bengali boy could be taught in far less time than he devotes to the subject at present, to speak English really well.

AN OVERDOSE OF GOLF.

Mr. L. J. Maxse, who will debate with the Earl of Halifax on May 12th, at the London School of Economics, the question "Does golf do more harm than good?" writes in his editorial notes in the April number of the *National Review*:

"Sensible people are gradually realising that the present generation of Englishmen and Englishwomen have had and are having an overdose of golf. This is not to belittle a game which has brought health, happiness, and recreation to many persons of both sexes.

But its suitability for the middle-aged and the physically inactive is no reason for making it a cult among the younger generation who should be encouraged to play games worthier of their years."

But even croquet "fans" would regret that their favourite pastime should replace cricket or football at our greater public schools, or lacrosse, hockey, and lawn tennis at girls' schools, because they recognise that running games are better for youthful activity than walking games.

Golfers, on the other hand, are more selfish, and encourage boys and girls to gorge themselves with golf during the holidays, while some schoolmasters encourage putting in term time.

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LABOUR DISCIPLINE.

ROUTINE ORDERS FOR MEMBERS OF PARLIAMENT.

For some time past there has been talk of a tightening up of the discipline among the members of the Parliamentary Labour Party, and as a sequel to this a series of standing orders has now been drawn up for the guidance of members of the party. These are—

1.—The Whip's Office shall be responsible under the Executive for organizing the party for divisions and for endeavouring to secure and maintain the fullest measure of co-ordination and co-operation between the members of the party and the Whip's Office.

2.—There shall be a Chief Whip, a Deputy Chief Whip, and eight other Whips appointed by the party on the nomination of the Executive.

3.—Each Whip shall be allotted not more than 20 members.

4.—Each Whip shall act as guide and counsellor of the members in his group, giving all the information and assistance in his power.

5.—No member shall be absent from a sitting without, where possible, informing his Whip, nor shall he leave the House during a business sitting without informing his Whip, or in his absence the Deputy Chief Whip.

6.—A member is expected to leave the House only through the members' main door during a business sitting, or only after intimating to the Whip on the door that he has informed and obtained the consent of his Whip, or in his absence the Deputy Chief Whip.

7.—When information as to the business will be issued as now by the Chief Whip, and special notice given when important divisions are expected, but where this is not possible, Whips will convey to members the decisions of the Executive or the recommendation of the leader in charge of the debate.

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COMPANY REPORT.

HONGKONG AND TERRITORIAL ESTATES, LTD.

The report for presentation to the shareholders at the first ordinary annual meeting to be held at the office of the company on Wednesday, May 20th, at noon, states:—

As is usual with all companies undertaking a similar line of business to that for which this company was incorporated, the first and second years of operation are necessarily pioneer ones, with heavy disbursements for development. As capital could only be called up gradually, we had to borrow rather heavily, thereby incurring interest. The balance at debit of Profit and Loss account is \$183,233.71, compared principally of interest on mortgages and loans, all of which has been charged to profit and Loss Account. On the Kennedy Town property 37 four-storied Chinese dwelling-houses are now nearing completion, and will soon begin to make returns. With regard to our other properties the earnings are steadily increasing.

Consulting Committee.—In accordance with the Articles of Association the Consulting Committee retire, and, being eligible, the following gentlemen offer themselves for re-election:—Messrs. T. G. Wauell, Tsang Fook, Tong Hek Ting, R. M. Raymond and W. E. L. Shenton.

Auditors.—The accounts have been audited by Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smith, Seth & Fleming. Messrs. Lowe, Bingham & Matthews and Messrs. Percy Smith, Seth & Fleming are eligible for re-election.

COTTON IN THE FAR EAST. INCREASED COMPETITION AND REDUCED CONSUMPTION.

Discussing the cotton manufacturing industry in the April issue of *Commerce Monthly*, the National Bank of Commerce in New York points out that "two quite distinct factors are now serving to restrict the exports of cotton textiles from Europe, and America to the East. One is increased competition from native mills. The other, and as yet the more serious, is the drastic reduction in aggregate consumption of cotton goods occasioned in part by price maladjustment and in part by political unrest which in China amounts to chronic civil war, Japan, India and China together now have roughly 18,000,000 spindles, compared with 37,000,000 in Great Britain and 38,000,000 in the United States. In one sense the number of spinning spindles in these three countries given an exaggerated idea of the position of the mill industry in the Far East, for much yarn is made for household looms and weaving and finishing equipment is small in proportion to spindleage.

From another viewpoint, however, the increase in yarn manufacture in the East is only a little less serious problem to European mills than a commensurate increase in loom capacity, for potentially yarn is cloth, whether woven on a hand or a power loom. Whatever the prospects of increasingly severe competition as domestic industries develop in the East, the more serious immediate problem, however, is curtailed consumption. A return to pre-war standards of consumption would result in an enormous immediate expansion of imports into the East. Although lower prices would have a less marked effect on consumption of cotton goods in countries where the major part of the population has a wider margin above mere subsistence, there is no doubt that demand would greatly increase throughout the world if cotton fabrics were in their pre-war relationship to other commodities, especially agricultural products.

The demand for cotton goods in the Far East was a steadily advancing one until recent times. We hope smaller consumption may be purely temporary, and that more settled times will see increased prosperity for both British mills and their Far Eastern competitors."

SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., in their circular dated May 1st, state:—Prices are still very firm. Paddy arrivals are small and though very small business has been effected during the fortnight under review, our market closes steady.

Freight to Hongkong.—During this last fortnight our market has dropped daily. However, it is reported that the *s.s. Harvard* has been booked on the basis of 28 cents per picul of rice for prompt delivery, whereas by the *s.s. Anst* just 60/84,000 piculs for prompt shipment Saigon-Hongkong has been booked for a lump sum of \$12,000. An offer for delivery in the second half of this month for the *s.s. Delawong* 30/32,000 piculs for a lump sum of \$3,500, has been demanded and the best offer obtained from Charterers has been \$7,500 only. Charterers are now refusing to offer even 22 cents per picul.

The Compagnie de Commerce et de Navigation d'Extrême-Orient in their report dated May 5th, state:—

Market.—Our market has been rather weak during the course of the past week. However, since yesterday the prices of rice have made a sudden advance of \$8.20 per picul on account of the slackening of the paddy supply. The engagements for May are rather heavy, but the supplies of raw material are expected to improve materially with such high prices. Inquiry from Europe as well as from the Far East is practically nil.

The total amount of rice exported from January 1st to April 15th, 1925, is 475,425,541 tons against 474,943,744 in 1924. We quote to-day white Saigon rice No. 2 sifted, Japan quality, Hongkong, \$7.05 per picul f.o.b. Saigon, \$20.10.2 per picul f.o.b. Saigon, Yeo 0.40 per picul f.o.b. Saigon, for May-June shipment.



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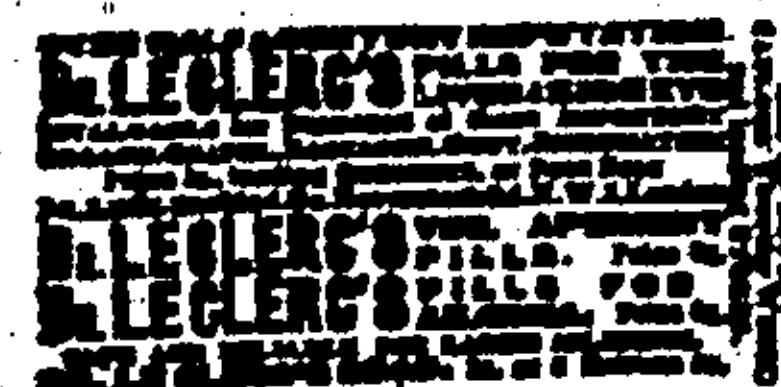
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Hongkong and Shanghai
Banks \$.....\$1,235 b.
Canton Insurance.....\$790 b.
Hongkong Fire Insurance.....\$655 b.
Union Insurance.....\$222 b.
Douglas Steamship.....\$34 b.
Y. K. C. & M. Steamship.....\$34 b.
"Star" Ferry.....\$33 nom.
China Sugars.....\$38 nom.
Langkai (combined).....\$124 b.
Kowloon Wharves.....\$198 a.
Whampoa Dock.....\$120 nom.
Shanghai Dock.....\$115 1923 b.
H. K. & S. Ryols.....\$26 b.
Hongkong Land.....\$204 b.
Temple's Estate.....\$224 b.
Cemetary (combined).....\$23 b.
China Lights (combined).....\$33 b.
Provident (combined).....\$48 nom.
Dairy Farms.....\$204 b.
Electric.....\$33 b.
H. K. Ryols (combined).....\$40 ss.
Tianway.....\$22 nom.
Watsons.....\$22 nom.
Peak Tram (old) \$24 nom. (new) \$99 nom.
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CHINA AND THE POWERS.
NEED FOR DRASTIC REFORM.

The Peking correspondent of *The Times* cabled the following message last month:—

The French Government has promised China to push the question of France's ratification of the Washington treaties, from which it may be inferred that the gold franc case is on the point of settlement.

During the war the Allied Powers agreed that China should suspend payment of the Boxer indemnity for five years, and since the expiration of that period France has demanded payment in gold. China has hitherto refused to pay except in paper, and some 13,000,000 of Mexican dollars have now accumulated in the Customs coffers. Although in 1922 the Chinese Government of the day agreed to a French contention, subsequent Governments have withheld disbursement on the ground that public opinion was vociferously opposed to so large a sum in cash, however, has now decided the present Government to compromise, China getting the amount accumulated and in a roundabout way conceding the French requirement. The only remaining difficulty is the division of the spoil, which is being hotly debated among the militarists, who will take all but the irreducible margin wanted for such administrative claims as cannot decently be ignored. Foreign creditors, of course, will get nothing.

The importance of the arrangement about to be concluded lies in this: that when France has ratified the Washington treaties there will be no further obstacle to the holding of an international conference to consider the raising of China's tariff. There is obviously no possible solution of China's financial difficulties except through increased Customs revenue, upon which could be based the consolidation of the floating debt.

Long-suffering foreign creditors, however, are warned against undue optimism as regards the outcome of the conference. The increased tariff is to be devoted to securing the abolition of the *likin* (internal tariff dues), and until the signatory Powers slough this old-fashioned obsession there is little prospect that the claims of the vendors of wireless, aviation, railway, military, and other material will receive much attention. If the conference is to be confined within the limits contemplated at Washington, it would better be not held. What is wanted is a conference authorized not to attempt to tinker with one of many evils, but to face the fact of China's hopeless bankruptcy and devise a plan which will restore solvency to the Government and afford much-needed relief to the foreign creditors.

The Reorganization Conference sitting at Peking has made no progress towards a political settlement between the rival military interests. The prospects of another grand "flare up" are, however, receding. Feng Yu Haiang (the Christian general) remains quietly at Kaifeng working out his reclamation schemes, and Chang Tso Lin (the Manchurian leader) appears to be successfully consolidating his power in North China. The war in Honan is suspended since the sudden death of Hu Chung Yi, but rivalries in that region remain acute. Wu Pei Fu is inactive at Yochow under the protection of the Tschum of Hunan and shows no disposition to embarrass the Peking Government. Chen Chung Ming has been defeated by the Kuomintang forces in Kwangtung, but they in turn are being threatened by the Tschum of Yunnan.

In the south-western provinces—Hunan, Kweichow, Kwangsi, and Szechuan—there are military movements and some fighting and in Szechuan there is likely to be a local war for possession of the salt revenues at present monopolized by the Tschum Yang Sen, who becomes predominant as the agent of Wu Pei Fu. The future, however, depends mainly upon the situation in the north, and the foreigner piously touches wood when he ventures to hope for a period of peace.

Although there is still a great scarcity of rolling stock, most of the railways are "developed" and slowly progressing towards the normal. About a thousand foreign tourists have visited Peking in the past month, and expressed themselves delighted with the city and the facilities accorded them.

POLICE COURT ITEMS.

At the Kowloon Magistracy before Mr. E. W. Hamilton yesterday two Chinese were each sentenced to one month's hard labour for having stowed away on the s.s. *Fan Overstrater*.

At the Marine Court yesterday before Lieut. Comdr. G. F. Hoie, R.N., a coolie was sentenced to one month's imprisonment with hard labour for being on board H.M.S. *Durham* without permission.

CINEMA NOTES.

Richard Barthelmess in "The Seventh Day," to be distributed by Associated First National Pictures, Inc., will be the attraction at the Queen's Theatre tomorrow. The young star has an entirely different role from his part in "Tolable David" when he took the part of a young boy of the Virginia mountains; but his present appearance as a fishing lad of the New England coast is said to give him an opportunity of equal dramatic strength and human appeal.

SHANGHAI RACE MEETING.
THE CHAMPIONS RACE.

Yesterday, says the *N.Y. Daily News* of the 8th inst., will ever be remembered by all who were at the Race Course as the occasion of one of the most remarkable Champions races on record, with Warrenfield's win as easily the most popular in at least the last 20 years, the enthusiasm of the crowd exceeding anything displayed even when Old Bill was at the top of his form and winning big races. Old Bill came out yet again in the third race, over seven furlongs, for the Great Northern Plate, in the forlorn hope of qualifying for the big race, but he had not a chance, for Borderland went with him and covered the distance in time equal to record. Don Alphonso did not make another attempt to qualify, and the only possible additional competitor to get through was Chesterfield, who later did yeoman service in setting a hot pace in the Champions and thereby giving Warrenfield, with his magnificent staying powers, the chance he wanted.

Thus it could only be a small field for the principal event. Three Day ponies went out, accompanied by one from the associated Alexander stable, also Warrenfield. Chesterfield had Sancy Dahlia, who was made a caring favorite and fully justified the choice. Heard said before the race that he was fairly confident but that he did not know how good the pony might be, and he said afterwards that he still did not know because he was not called upon to find out. The strong feature of the Day ponies always has been their finish, so it was quite right for Springfield, on the Morrissey second string, to set as hot a pace as possible, and this he did. Evidently this had an effect on the others, for when asked to win Warrenfield made them look like common backs, sweeping by irresistibly, though certainly not fully extended, and at that beating record. The mighty Bonnie Scotland, the flying Ataman and the record-beating Borderland finished nowhere. The result was a fitting reward for a magnificent pony and a thoroughly capable jockey.

Before Warrenfield was home, the people were cheering everywhere and there was cheering everywhere and there was caught up by the Chinese on Bubbling Well Road, and Heard had a tremendous ovation when he brought Warrenfield back to the paddock. McEneaney had his measure of congratulations for doing as well as he did with New Zealand, and then there was another roar for Moller, who with a grin of the meeting, had smashed the mighty ones.

THE CHAMPION SWEEPSTAKES.—Winner, Tls. 3,000. Second, Tls. 1,500. Third, Tls. 750. For China ponies, winners at this meeting, to be ridden by jockeys who have won at least five flat races in Hongkong or China, or jockeys approved by the Stewards.—One and a quarter miles.

Mr. Henry Morris's Warrenfield, 155 lbs. (Mr. Heard) 1
Mr. Day's New Zealand, 158 lbs. (Mr. McEneaney) 2
Sir Paul's Sancy Dahlia, 152 lbs. (Mr. Moller) 3
Mr. Alexander's Ataman, 152 lbs. (Mr. A. N. Doolan) 0
Mr. Day's Bonnie Scotland, 161 lbs. (Mr. H. Maitland) 0
Mr. Day's Borderland, 158 lbs. (Mr. Dupree) 0
Mr. Henry Morris's Chesterfield, 151 lbs. (Mr. Springfield) 0

Win. Place.
Warrenfield 3,953 5,040
New Zealand 123 721
Sancy Dahlia 290 735
Total No. of chances taken 18,643 11,585
Dividends: Win \$3.50.
Places: \$6.20, \$14, \$13.90.

"A" CHAMPION'S SWEEPSTAKES.

Warrenfield 49688
New Zealand 35448
Sancy Dahlia 12938
The Bright Spot 13809
Chester 13814
The Innocent Bird 1692
Duke of Portland 13662
Bonnie Scotland 25303
Wheatcroft 2203
Ataman 21623
Larchcroft 41000
Zambo 45531
Lot Three 27025
The Emu 16784
Talisman 5173
Sarnia 4681
Borderland 1746
Grey Duck 3774
Larch Tree 31103
Alai 40263
Chesterfield 41392
Duke of Portland 13452
The Field 32332

"B" CHAMPION'S SWEEPSTAKES.

Warrenfield 24128
New Zealand 2500
Sancy Dahlia 13039
The Bright Spot 5449
Chester 3131
The Innocent Bird 3952
Duke of Portland 27055
Bonnie Scotland 9781
Wheatcroft 16887
Ataman 4418
Larchcroft 9788
Zambo 8058
Lot Three 25050
The Emu 21108
Talisman 30145
Sarnia 15221
Borderland 7917
Grey Duck 2141
Larch Tree 27062
Alai 22036
Chesterfield 15072
Coeur de Leon 21342

LOCAL SPORT.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

T. Honda, the present champion, entered the final of the Open Championship Singles competition by defeating S. A. Ramjahn in the semi-final yesterday evening. The game was played on the stand court. In the first set Honda won four of the games in succession, then Ramjahn, playing better and more careful tennis, won the next three. Honda won the next game, lost the following game, and finally took the set by 6-4. Honda won the first three games in the second set and Ramjahn drew level. The champion, however, won by 6-4, and took the third set by 6-3. Ramjahn put up a fine fight but the champion was at no time extended.

In the third round of the Club Championship Singles S. E. Green had the easiest possible victory over A. S. Hett, winning each of the three sets by 6-0. In the same competition W. Hyde beat T. Monaghan, 8-6, 8-3, 6-2.

TO-DAY'S GAMES.

Games in the tournament to be decided to-day are:—
Handicap Doubles (Semi-final): W. B. Cornaby and N. L. H. Bailton (scr.) v. A. S. and G. R. Hett (scr.).
Handicap Singles "A" (Semi-final): D. J. Alfrey (+2/5) v. Dr. D. J. Valentine (+4/5).

"AMERICAN" STARS.

The chief attraction at the H.K.C.C. ground to-day will be the games between local talent and the American crack players. The games will begin at 4.15 p.m. Ng Sze Kwong will play N. Snodgrass in a singles match, and Capt. C. O'Callaghan and R. E. Tottenham will meet R. and H. Kinsley in a doubles match.

ROYAL HONGKONG GOLF CLUB.

The tie for the Captain's Cup (May) was played on May 10th, the result being that J. Smith, 88—15—73, qualifies.

INTERPORT BILLIARDS.

SHANGHAI WIN THE LAURELS.

In connection with the interport billiards matches, played between Hongkong and Shanghai, Portuguese billiards players, on May 8th, 7th, 8th and 9th, the latter won four out of six games. The results were as under, the Shanghai players being mentioned first:—
P. Barrados (500) beat R. Luz (370);
P. Pereira (500) beat P. Roza (494);
J. Lopes (495) lost to H. Luz (500) A. Gomes (500) beat E. Roza (483); G. Remedios (500) beat P. Yvanovich (388);
J. Campos (377) lost to A. J. Osmund (500).
Mr. Osmund secured the highest average of 10.4, and Shanghai scored 2,882 points to the 2,738 points gained by Hongkong. Mr. A. J. Osmund is to play both Mr. Johnson, the Shanghai Champion, and the American, Mr. Penzell, before the players return.

H.V.D.C. SPORTS.

About 150 entries have been received so far for the Hongkong Volunteer Defence Corps' first sports meeting which is to take place on the Hongkong Football Club's ground Happy Valley on Whit-Monday, June 1st.
The Corps has been divided into eight units for the sports, and these will compete for the cup presented by Lieut. Col. L. G. Bird, D.S.O., (Commandant of the Corps). The units will be as under:—
Artillery Company, Engineer Company, Mounted Infantry Company, Armoured Car Section, Machine-Gunners, Infantry Company, Scottish Company and the Reserve Company.

In the 6-sided football competition, the Infantry have reached the semi-finals, in which they will play the winner of the Machine-Gunners v. Engineers tie, while in the same round, the Scottish Company will meet the Mounted Infantry.

Through the Reserves and the Artillery Company scratching, the Scottish Company enter the final of the tug-of-war after defeating the Infantry. The Mounted Infantry have to meet the Engineers to decide who shall pull in the semi-final against the Machine-Gunners, who defeated the Armoured Car Section.

LOYALS BEAT POILUS.

EXCITING RUGBY ENCOUNTER AT TIENSIN.

The Tientsin correspondent of the *N.Y. Daily News* states that there were great rejoicings in the camp of the Loyal North Lancashire Regiment, 6th April 1925 on the regiment's victory over the French Colonial Infantry at Rugby. The game, which was played on the French infantry's own ground resulted in a win for the Loyals by 8 points to 0. Roberts, the speedy wing three-quarter, scored two tries (3 points each) in the first half, one of which was converted by Dyart, adding two more points. There was no scoring in the second half, although both teams played hard rugby until the final whistle.

Victory by an eight-point margin was not expected of either side inasmuch as they had played twice previously and upon each occasion could get no more than one try (three points) apiece. To get 8 points in one half was even more of a surprise.
(Continued at foot of next column.)

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

OIL TAX SEQUEL.

The American Consulate-General at Canton, still protesting against the Canton military impost of a tax on kerosene oil sales as an act contrary to treaty provisions, reiterates that the issue is not a domestic one but a double tax, in view of the fact that the usual Customs duty had to be paid upon the import of this article. To weaken the stand of the foreign importers of oil who have been trying to suspend trade as an aid to the Chinese dealers opposing the additional taxation, pro-Kuomintang merchants are importing oils from Russian and Japanese sources.

TAXES PAID TWICE OVER.

General Fan Shih Shang of the 2nd Corps of the Yunnan Army and General Wu Te Chen of the Gendarmes, whose privileges of collecting certain gambling and other taxes in Canton have been just withdrawn by the ascendancy of Kuangshite mercenaries, have decided to contest the action of their rivals. In the meantime, the innocent and helpless taxpayers have to suffer and bear heavier burden. The 20 per cent. luxury tax on hotel guests, originally levied and collected by the Gendarmes, was taken over early in May by the Kuangshites; but the Gendarmes, instead of taking exception to the action of the Kuangshites, have notified the hotel managers that they would continue demanding the proceeds of the tax regardless of the imposts of other mercenaries, while the Kuangshites, have, at the same time, advised against other payments. Of course, the hotel managers could do nothing but advise their guests to add 20 per cent. instead of 30 per cent. to their bills when settling the accounts.

TROUBLE BREWING AT HONAM.

General Li Fook Lam, commanding a division of Cantonese soldiers of the Kuomintang Army in the southern section of Canton City, Honam, has ordered military vigilance over the territory he is occupying. Trouble is feared on account of the recent arrival of some 500 Yunnanese under General Chu Pei Teh at Honam and their occupation of the premises of the Canton Cement Works, part of the compound of which is being used as the headquarters of the Kuomintang. So far it appears that the new comers to Honam have no other design than to take control of the gambling protection service there and thus enjoy the income therefrom.

FENGNIEN FUNDS.

MUKDEN COMPLAINS OF UNFAIR DIVISION.

The Asiatic News Service states that according to information received by the Fengtien leaders, the provisional Government received no less than \$45,000,000 during the last six months, including the funds released by the French banks as a result of the settlement of the Gold Franc case with France; but Mukden only received about one-sixth of the total receipts, notwithstanding the fact that during the last civil war in North China, Manchuria spent over \$10,000,000 not to mention the heavy expenses and losses suffered by Fengtien during the first Chihli-Fengtien war in 1922. Hence, the message continues, Marshal Chang is dissatisfied with the financial situation and he has asked the Chief Executive for detailed accounts from the Tsai-chengpu. In order to "save the face" of Mr. Li Shih Hao, Minister of Finance, the Chief Executive wired to Mukden on April 30th stating that he had appointed a committee of financial experts for the investigation of the Tsai-chengpu receipts and expenditures.

SHANGHAI VOLUNTEERS.

GENERAL LUARD'S PRAISE FOR WHOLE CORPS.

In the Routine Orders of the Shanghai Volunteer Corps, the following memorandum from the G.O.C., China Command, is published for information:—
May 5th, 1925.

The Commandant, Shanghai Volunteer Corps.
Having completed my inspection of the Corps under your Command, I wish to tell you that I have been very pleased with all I have seen, and particularly with the parade of the whole Corps on Saturday. The turn-out, ranks was excellent, and the members on parade showed that a fine esprit-de-corps animates the Shanghai Volunteer Corps.

I congratulate all ranks on the success of the past year's training. (Sgd.) C. C. LUARD, Major-General, Commanding British Forces in China.

The Loyals are now, by reason of their victory, holders of the new Rugby Challenge Cup of Tientsin, which was presented this season for the first time for competition between French and British regiments stationed in Tientsin. The cup will be played for annually, the winners to hold it until the following season. Upon the departure of the Loyals next autumn the cup will remain at Tientsin and be played for by their successors. An interesting feature of the victory is the fact that it is the first time the Loyal Regiment has won a Rugby prize when on service overseas.

ROBATE ACTION. HAWAIIAN SUGAR PLANTERS WILL.

In a Supreme Court yesterday morning, before the Chief Justice (Sir Henry Goll), the probate action concerning the estate of Mr. Chan Afong, in which Chan Chiu Yui, brother of the deceased, is plaintiff, and Chan Wing On is defendant, was continued.

1. Eldon Potter, K.C., with Mr. E. J. Zetlin (instructed by Mr. G. Hall Brutton) appeared for the plaintiff; Mr. F. O. Jenkin, with Mr. Thomas Adis (instructed by Mr. A. E. Hall) appeared for the defendant, and Mr. G. Alabaster, K.C. (instructed by Mr. J. O. O.) was present on behalf of three executors of the deceased and also Chan King Yui, brother of the defendant.

Mr. Potter said that it would be with his Lordship's recollection that a few months ago certain proceedings were taken under Section 9, of the Probate Ordinance for the purpose of cross-examining defendant and also obtaining other evidence as to knowledge of documents of a testamentary nature left by Chan Afong (deceased). As the result of these proceedings two documents were left with the Registrar pending steps being taken by the plaintiff for the purpose of having these documents proved as a will.

The questions were whether these documents were the will and whether at the time of his death deceased possessed property in Hongkong.

Chan Afong was a sugar planter in the Hawaiian Islands and worked there for a number of years. A very successful business man, he returned to China in 1890. In Hongkong he married a Chinese *kitfo* wife named Li Shi Afong. By her he had two sons, Chan Lung (born 1893) and Chan King Yui (born 1893). By a secondary wife, a Hawaiian, he had a son Chan Chik Rai (defendant) who was born in 1896. The oldest son, Chan Lung, married a Honolulu lady, and had two sons, Chan Mui Ngan (born 1891) and Chan Wing On (plaintiff) who was born in 1895. Chan Lung died in 1898 in Honolulu, and Chan King Yui died in February, 1924, in Hongkong. Chan Afong returned to China in 1900, and died in October, 1906, in the Heungshan district, having as they would show, some six months before his death, made a will disposing of his property.

Chan Afong was a wealthy man, and a man of the world, and was almost sure to have left a document of testamentary character. It had been admitted that the document before the Court was the handwriting of Chan Afong and that the signature was his also. Under the present Ordinance a Chinese document intended to take effect after death was a will. The requirements of English law were met except for the absence of attesting witnesses.

Chan King Yui wrote to defendant in 1913, and said: "Let us respectfully obey the partition of property as indicated by deceased, our aged father." For political reasons defendant had been banished from Hongkong, and was living at Macao, and if his evidence was to be believed, he adopted the extraordinary procedure of distributing his own property in order to satisfy claims against his father's estate. He said his father had no property in Hongkong.

Mr. Potter dealt with other points at issue, and his Lordship adjourned the case until this morning.

PIRACY IN LOCAL WATERS. COLONIAL OFFICE REPORT.

A report has been issued by the Colonial Office, says a London paper, of a conference on piracy in the waters near Hongkong, which was the outcome of representations made by the organisations of shipmasters, navigating and engineer officers.

The conference recommends that the fitting of wireless apparatus and the carrying of trained operators should be obligatory on all ships subject to the piracy regulations, and that the Admiralty should be asked to consider what steps should be taken to render the naval vessels patrolling the danger zone continuously able to receive distress calls from river steamers.

Responsibility for making provision for the dependents of their officers should rest with the shipowners, but failing the shipowners instituting a system of voluntary insurance the Hongkong Government should consider the question of making it obligatory on them either to insure their officers adequately or to defray the cost of an adequate Government scheme of insurance.

PHILHARMONIC SOCIETY. OPERAS SUGGESTED FOR PRODUCTION.

QUESTION OF A PRODUCER.

A special meeting of the Hongkong Philharmonic Society took place yesterday evening in the Cathedral Hall, under the chairmanship of Mr. S. S. Collett, in the absence of the Hon. Sir Claude Severn.

The Chairman said that all present probably understood the reason why the meeting had been called. After finishing up the season last year, their future was a little indefinite in one or two important respects. This meeting was called to settle the policy on which the Society would work next season. It was desirable to have something of a settled policy. During the past season they produced two Gilbert and Sullivan operas—a new venture—with considerable success. The situation was complicated by the fact that Mr. W. Wheller, their producer, was leaving the Colony at the end of the month, and he was not returning. What did the Society want done? Mr. Mills, Secretary, had sent a questionnaire to the members and he would ask the Secretary to give a summary of the replies received.

Mr. W. W. Mills said that the questionnaire was sent out to about 120 people this number being based on the membership list, and of these 45 had been returned completed. Of these 45, 28 specified opera alone, and no mention was made of a concert. Four replies were in favour of operas, and 13 members mentioned both. On being asked if they would be prepared to participate in an opera if one should be produced 34 members sent in their names and signified they would be willing. Eleven either left this question blank, or afterwards said they would be unable to assist. It could be seen that quite a number of people wished the Society to have both an opera and a concert in the coming season, and, presumably, quite a number of people would be prepared to vote one way or the other on this matter.

As regards the question of nominations for the posts of Hon. Secretary and Hon. Treasurer, no names had been sent in.

The Chairman then announced that the meeting was open for discussion.

Mr. Mills proposed "That this meeting of members of the Hongkong Philharmonic Society is of the opinion that during the coming season the Society should produce, if possible, one light opera and at least one concert."

Mr. G. H. Piracy seconded the motion which was put to the meeting, and carried unanimously.

The Chairman said that there had been several suggestions as to which opera they should stage—"Iolanthe," "The Pirates of Penzance," as a change "Merrie England," "Les Cloches de Corneville," or "The Maid of the Mountains," "Cyrano de Bergerac," "The Rebel Maid," "Highwaymen Love," "Veronique."

Mr. J. PENNY proposed that the selection should be left to the Committee.

Mr. J. S. GILLINGHAM seconded, and this was carried.

Mr. J. S. Gillingham was elected Hon. Secretary; Mr. J. W. Jefford (Assistant Secretary); and Miss Mow Fung (Hon. Treasurer).

The question of finding a producer was left to the Committee.

THROUGH TRAINS TO CANTON. POSSIBILITY OF ALL-BRITISH SERVICE NEXT WEEK.

Residents of Hongkong with business connections at Canton will learn with pleasure that there is strong reason for the expectation very shortly of a daily fast first-class through service between Kowloon and Canton and vice-versa, on British rolling stock throughout the entire journey.

Negotiations have been in progress for some time past between the heads of the British Section of the Railway on the one part, and the Chinese railway and military authorities at Canton on the other. These negotiations are believed on good authority to have resulted in an arrangement whereby the British Section are to be allowed to run daily fast trains all the way without any change being made at Shumchun. At first only one train each way will be run in one day, but it is hoped later to increase the service.

It is probable that the trains will begin running in about a week's time, the preparation of time-tables, and other details having been very nearly completed, and official confirmation of the sanction of the Cantonese authorities being momentarily expected.

OPPRESSED CHINESE SEAMEN. THEIR CAUSES FOR COMPLAINT. AN INTERESTING CIRCULAR.

An interesting circular—in English and Chinese—printed in Canton, but posted in Shanghai, has just been received by a good many Europeans in the Colony interested, directly or indirectly, in shipping.

The circular is in the nature of a manifesto to Labour Organisations, Public Bodies, Board of Directors, Shareholders, Labour, Movement, Promoters and all interested in Social Reconstruction, from "The whole body of the exploited and oppressed Chinese seamen."

It reads as follows:—
DECLARATION.

Through the Press of All Countries of the World.

In view of the social tendency throughout the world, there is no one who can be indifferent to the improvement of the conditions of Labour.

The condition of the Chinese workers is worse of than elsewhere in the world, not excluding the Chinese Seamen. The workers of other countries though in no enviable position, at least can get their wages from the employers in full and need not spend money in order to obtain a slave job; while the Chinese seamen suffer from these and other forms of exploitation, unknown to the general public.

First, the Chinese seamen (crew, firemen, stewards, cooks) get their jobs through agents, contractors or guarantors, who, thanks to their monopoly of engaging seamen, practice the most vicious forms of exploitation. The seamen must pay them commission, or they cannot get employment. The commissions vary according to the wages, but as a rule at least two or three dollars must be deducted from the wages every month.

Secondly, the head stewards, cooks, and others must buy their respective positions from the agents, contractors or guarantors at prices varying from a few hundred to a few thousand dollars each, not to mention the ordinary expenses in social entertainments given in order to curry their favour.

Thirdly, the Chinese seamen are obliged to pay fees to the dormitories and public organisations.

After these deductions, needless to say, very little remains from the wages, thus compelling the Chinese seamen to smuggle passengers and contraband. Those unaware of the situation often blame the Chinese seamen for smuggling, whereas it is but the consequences of economic necessity. Provided the Chinese seamen receive their wages directly and in full, smuggling by them will be eliminated. Even if it should remain, it would be limited to a small number. Therefore, we hope that all interested in improving the conditions of workers will appreciate the difficulties in the Chinese seamen. We particularly invite the attention of shipping companies to the mal-practice connected with the system of contractors and to the establishment of a new system of engaging seamen, enabling them to receive directly a fair wage.

In making this declaration to the world, we expect a satisfactory settlement of the matter in question. If the situation should remain as it is, we should be obliged to resort to final measures, for which we should not be blamed.

"THE WHOLE BODY OF THE EXPLOITED AND OPPRESSED CHINESE SEAMEN."

OPIMUM HAUL.

COURT STORY OF DRUGS IN A TINSHOP.

How a large quantity of raw and unprepared opium, scales, and all the necessary utensils for the preparing of the drug were recently found at a tin-shop in Battery Street, was related to Mr. E. W. Hamilton at Kowloon Magistracy yesterday, when twelve Chinese, one of whom was a woman, and two others boys, were charged with being implicated in the preparing and selling of the opium.

A Revenue Officer said the defendants were workmen in the tin-shop and on being asked where the master was, some of them pointed to another and said that he ran the shop for the master. The latter admitted it, and said he was related to the master. The latter had not been traced. It was manifest that a large business in opium selling was carried on at the premises. The tins in which the opium was packed had been made by the workmen.

The woman and the two boys were discharged, eight others remained on bail in the sum of \$100, and the *fuk* who admitted running the shop of his master was remanded in custody. The case will be heard on Friday.

MODERN STRUCTURES. BUILDING REGULATIONS AND COST OF BUILDING.

[BY GEO. W. GREY, F.S.E., L.R.I.B.A.]

That the undue stringency of building regulations has a large influence upon the cost of building is a plea repeatedly put forth, both here and in Great Britain.

The regulations in Hongkong, and in some other of the Crown Colonies, appear to be based upon the Model By-laws and the London Building Act, some of the clauses being word for word as in these.

A perusal of the papers read at Professional Institutes, writings in building papers, etc., indicate that it is agreed that revision of these By-laws and Acts is necessary; in fact the By-laws in England and Wales are over-ridden for housing schemes by the Minister of Health, under power given by Acts of Parliament introduced after the War, with the object of lessening the housing shortage.

It is upon how best they can be revised that great differences of opinion are shown, and when considering revision, or the omission of present requirements, it should not be forgotten that Great Britain is generally acknowledged to be ahead of the Continent in matters of sanitation; it is often being claimed that the Model By-laws have largely contributed to this superiority, and that the Ministry of Health, in an endeavour to promote housing, have over-ridden existing by-laws to a point which has become a danger to the health of the Community.

The experience of hearing different views upon existing regulations, helping to report to the Local Government Board upon their revision, and administering regulations tend to make one cynical upon the subject.

It would appear that each requires regulations to suit himself individually. The classic example is The London County Council, who, while not exempt from building Acts in their own area, are reputed to have been first to find the flaw in the London Building Act which permitted adjoining dwellings to be built without party walls, and when building outside their own area, in a near Borough, attempted to escape the provisions of proper party walls.

It would also curiously appear that least objection is raised to those regulations in which the particular individual is specialising. The sanitary specialist does not seem to object to the regulations upon drains, sanitary fittings, etc., the constructional man to the regulations upon construction; while several architects can be found who ask for the regulations governing design.

Both among those that are administering, and those having to comply with regulations, will be met those asking that the regulations shall be elastic, permitting of discretion in their administration.

Equally it would appear that there are just as many asking that they shall be of the "cast iron" type claiming that while these are an evil, they are the lesser evil.

While the provisions of building regulations are technical, and should therefore be framed by those having technical knowledge, the principle of "elastic" or "cast iron" regulations is one of interest to the general public as well as to those with technical knowledge.

With the cast iron system there is some knowledge of what can and what cannot be done.

With latitude, there would be no knowledge of how far a person could trespass upon the good nature of the administrator, brow-beat him, or how far he could be persuaded, or how get round him, to stretch the elasticity to suit an interested party, perhaps to a point where it might be dangerous to the health or the life of the public.

A modern structure may cover a very wide field. Sanitation, prevention of fire, light and air, construction, design, etc., etc., may all enter into the same building, and an architect, however eminent, may not have a thorough knowledge of them all, and his very eminence may be sufficient to bring pressure to bear, to the utmost, the elasticity of the elastic regulations.

An influential building owner, wishing to make the most of his site, can, and has, brought pressure upon an authority to take the view most suited to his own requirements.

Even acquaintance with the person administering the regulation has some influence, inasmuch as it enables an interview in which a different aspect can be put upon a regulation, even of the cast iron type.

An interpretation of a clause with a meaning totally different to that held in its place of origin, and a clause governed by case law, has been met by "this is" with an attempt at persuasion that the English language has not the same meaning East as West of Suez.

An official of this type is more likely to squeeze than stretch anything but a cast iron regulation.

Infringement of building regulations may find their way to the Courts. Elastic regulations would lessen the power of the Courts and while those administering the law may not have technical knowledge, it is seldom claimed that they do not deal with matters without prejudice.

Systems of appeal, as the London system, in which the tribunal is composed of Architects and Surveyors, has been suggested for other areas. This is not likely to work in a small place where the number practising is limited, and the professional jealousy might arise, the suggestion being made that those holding such a position are likely to get a greater amount of work, a client believing that difficulties in complying with regulations would be easier if one of the tribunal were employed.

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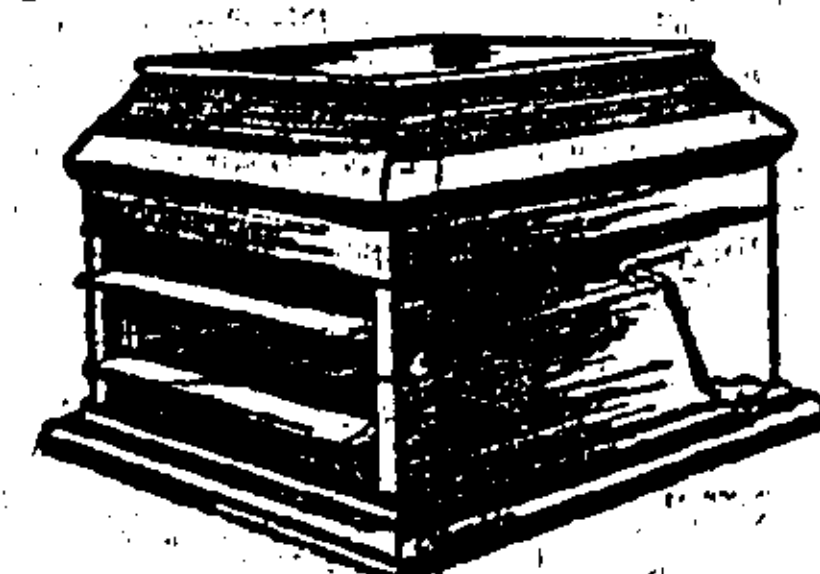
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[58]

CABLES.

[THROUGH REUTER'S AGENCY.]

THE FRENCH ELECTIONS.
LEFT BLOC GAIN VOTES AT
SECOND BALLOT.

PARIS, May 10th.

The second ballot for the municipal elections in the capital have confirmed the previous movement to the Left.

The Communists have gained three seats and the Socialists ten.

The council is now formed of Conservatives 4, Right Republicans 14, Left Republicans 23, Socialists 31, and Communists 8.

LATEST CABLES.
NO SIGNS OF DISORDER.

PARIS, May 11th.

The second ballot for the Municipal Elections took place calmly throughout France. In many localities, the electors were less numerous than at the first ballot. In a number of constituencies, where victory for the Left Bloc seemed sure, the Opposition had counselled its supporters not to vote.

Although as yet it is impossible to have a final impression, it appears that the second ballot accentuated the swing to the Left, started by the first ballot. In most cities, where the first ballot gave the majority of seats to the Left Bloc, the second gave the remaining seats to the Left also.

Almost in all places where the Town Council was pertaining to the Left Bloc before the elections, it remained so after.

In Alsace Lorraine also the Left made progress. In parts the Opposition lost three seats.—Havas.

GERMAN PRESIDENCY.

NO BANDS WILL WELCOME
MARSHAL VON HINDENBURG.

BERLIN, May 11th.

The strains of "Friedrich Rex, our king and hero" will not assail the ears of Marshal von Hindenburg when he officially enters the capital to-day, by the famous Heerstrasse, originally constructed to link Berlin with outlying camps.

The Nationalists had prepared a triumphal welcome, but the Government, at the last moment, has forbidden bands along the route. It has also prohibited Communist demonstrations.

HOME CRICKET.

LEICESTERSHIRE'S EASY WIN
AGAINST GLAMORGAN.

LONDON, May 11th.

At Leicester, the home side defeated Glamorgan by an innings and 88.

Glamorgan scored 60 at the first attempt, Astill taking 6 wickets for 23 and Geary 4 for 37.

Leicestershire scored 184 runs, towards which King contributed 70.

In their second innings, the Glamorgan batsmen only scored 36 runs, Geary obtaining 7 wickets for 24 and Astill 2 for 12.

THE DERBY FAVOURITE.

PICCARON SCRATCHED FOR
BLUE RIBAND OF TURF.

LONDON, May 11th.

Picaron, who has been favourite during the winter for the Derby, to be run at Epsom on May 27th, has been scratched. The notification was handed in at 9 o'clock this morning.

OBITUARY.

SIR ISIDORE SPIELMANN.

LONDON, May 11th.

The death is announced of Sir Isidore Spielmann, Kt., C.M.G., F.S.A., Director for Art, Board of Trade (Exhibitions Branch).

[The late Sir Isidore Spielmann was born in London on July 21st, 1864. He had devoted the greater part of his life to interest in Art Exhibitions, especially for the furtherance of British Art. During the last 30 years he had taken a prominent part in the promotion of Art Exhibitions in many parts of the world and was the possessor of numerous decorations from foreign governments. His publications, in addition to works in connection with Art, included: "The Germans, as others see them," 1911, and 1915; "Germany's Impending Doom," 1915. He married, in 1870, Emily, daughter of Sir J. Sebag Montefiore, by whom he has had issue one son and three daughters.]

EARLIER CABLES.

THE NEXT OLYMPIAD.
DUTCH FINANCIERS PROMISE
WILLING SUPPORT.

AMSTERDAM, May 10th.

The Netherlands Olympic Committee has issued a manifesto expressing its great disappointment at the Second Chamber's rejection of the Government's Bill providing a guarantee of a million gulden for the Olympic Games in 1928, declaring that these games must be held at Amsterdam, and appealing to Dutchmen, at home and in the colonies to contribute to a national subscription, all donations to which will be acknowledged by the Nederlandsche Handel Maatschappij.

The committee will appoint a financial committee to establish a guarantee fund of a million gulden.

LOTTERY IS POSSIBLE.

Many representative financiers have already promised support, and will consider without delay the possibility of holding a lottery or issuing premium shares for the same purpose.

THE DAWES PLAN.
GERMAN PAYMENTS DURING
PAST EIGHT MONTHS.

PARIS, May 10th.

In the first eight months of the first Dawes year, Germany has paid six hundred and forty million gold marks in reparations, five-sixths of which was paid in cash from the proceeds of the foreign loan.

Britain received nearly one hundred and fifty millions.

LATEST CABLES.

THE ITALIAN AIRMAN.

BOMBAY, May 11th.

The Italian aviator, Major Depinedo, has arrived at Cocanada, Madras.

LATEST CABLES.

FRANCE AND AMERICA.

ATTENTION DRAWN TO REPORT
OF DEBT AGITATION.

WASHINGTON, May 11th.

The attention of both Washington and Paris has been drawn to the persistent report that the United States Ambassador to France has been instructed to approach the French Government, on the subject of the French debt to the United States.

EARLIER CABLES.

U.S. AIRSHIP'S CRUISE.

LAKEHURST, May 10th.

The United States airship Los Angeles, formerly the R33, returned this morning from Porto Rico.

CONTRACT FOR BRITAIN.

NEW HARBOUR AT MADEIRA.

A £1,300,000 contract has been given to Messrs. William Muirhead, Macdonald, Wilson, and Co., Ltd., the contractors, of Parliament Street, Westminster, S.W., to make a harbour at Funchal, Madeira.

Designed by Sir Murdoch Macdonald, the harbour breakwater will be of rubble-stone, 3,200 ft. long in 54 ft. of water, and it is estimated that four of the world's largest liners will be able to manoeuvre easily inside the harbour. At present ships have to stand off two miles from shore to land goods or passengers.

All the harbour equipment, including cranes, storage sheds, and rails, will be British made, and 100 British engineers and experts and two dredgers will be sent out for the work, which is to start in May and will last about six years.

The same firm are also to build for the Madeira Government, which is autonomous under Portugal, 15 miles of light railway running westwards along the island coast from Funchal. At present the trade here is carried by little boats which are greatly hindered by rough weather.

Funchal is the chief port of the island and is a favourite winter resort. Its trade is increasing rapidly.

CASTLE AND £50,000.

KING DECLINES REQUEST.

Winifred, Countess of Dundonald, has left £302,500. The King declines all interest in the Countess's bequest to him of the Gwyreth Castle estate, and also £50,000 for its upkeep. The Countess desired the estate to become the permanent Welsh residence of the Kings of England. The estate will now go to the Red Cross Society.

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

A.P.O. BOAT FIRED ON.
CHINESE GUNBOAT CREW RAKE
BRITISH CRAFT.

ATTACK OF "NEVER" IN EXCESS.

SHANGHAI, May 11th.

Shortly after night fall on Saturday, the Asiatic Petroleum Company's houseboat Doric, containing the Britons Mr. Lawson Hall and Mr. F. A. Walker, with their wives and the latter's son and daughter, when returning from a cruise was fired on by a Chinese gunboat off the Arsenal.

Mr. Lawson Hall was wounded in the thigh, but not seriously. Several bullets went through the boat.

The British Consul-General has protested very strongly to the Chinese Admiral, and he also requested the defection of H.M. gunboat Foxglove from its voyage to Weihaiwei.

The Foxglove returned to Shanghai last night.

It is understood that the Chinese Admiral stated that the crew of the gunboat were nervous—having been warned of an attack by the opposing faction.

Later.

It appears that the houseboat was proceeding past the Arsenal and had got abreast of the stern of the gunboat when a rifle shot rang out.

A bugle sounded on the ship and immediately the rails were lined by men, who fired round after round at the houseboat. Another gunboat then threw a searchlight at the houseboat, and evidently they saw the British flag, which had been hoisted.

APOLOGIES TENDERED.

Later.

The Commander of the Chinese gunboat, has called upon, Mr. J. T. Pratt, the acting British Consul-General, and apologised for the shooting.

He announced his readiness to pay the hospital expenses of Mr. Lawson Hall and for repairs to the houseboat.

He explained that the gunboat would be removing as soon as repairs are completed.

The Chinese Admiral will call on Mr. J. T. Pratt, to-morrow.

No claim for compensation for Mr. Lawson Hall's injuries has yet been made.

CHINA INDEMNITY BILL.

ANOTHER EDUCATIONAL PLEA IS
PUT FORWARD.

HONGKONG UNIVERSITY MENTIONED.

LONDON, May 10th.

A correspondent of the Observer, commenting on the House of Commons passing the third reading of the China Indemnity Bill, hopes the House of Lords, when the Bill comes before them, will take a longer and larger view of Imperial policy than the House of Commons.

He says Mr. Ronald McNeill's refusal to confine the fund to education and similar purposes, and his statement that he desired to leave the committee free to subsidise not only medical work but also conservancy and engineering, was plainly intended to refer to conservancy in the Tientsin area, and the completion of the Canton-Hankow railway, which the Tientsin Chamber of Commerce has astutely put forward as an attempt to get something for their area, and placate South China.

MONUMENT OF GOODWILL.

Were the fund twenty times as large, both projects would doubtless be acceptable, but in view of the smallness of the fund, education, including medicine, should absorb it all. If the Universities of Peking and Hongkong could thus be enabled to remove from their present restricted sites to the western hills, and mainland, in the Chinese leased territory, respectively, North China and South China would both benefit, and two monuments more enduring than brass would testify to England's goodwill towards China.

JAPANESE AVIATORS.

PEKING, May 11th.

The two Japanese aeroplanes, bound for Peking, are expected to leave Tokyo on May 23rd. They are due to arrive here on May 26th, and are expected to leave on May 28th.

MANILA AIR TRAGEDY.

ARMY AVIATOR IS BURNED
TO DEATH.

MANILA, May 11th.

Lieutenant John D. Barrigar, of the Air Service, was burned to death at Camp Stotenberg on Saturday, when an aeroplane in which he was flying struck a tree.

The observer, Private James Kabor, jumped out and was only slightly hurt.

A POLITICAL ROW.

TWO FACTIONS CLASH IN STREETS
OF MANILA.

MANILA, May 11th.

Several persons suffered minor injuries during a political row here yesterday, when two factions clashed in the Manila streets.

A Sergeant-at-Arms of the Philippine Senate brandished a revolver, which the police confiscated. Prompt action averted serious trouble.

RUSSIAN REFUGEES.

ANXIOUS TO LEAVE CHINA
FOR AUSTRALIA.

BRISBANE, May 11th.

Passengers, who arrived here to-day from the Far East aboard the a.s. Jiki Maru, tell stories about 300,000 Russian refugees eager to come to Australia.

Their anxiety is due to the Soviets making the living of refugees in China impossible.

FESTIVITIES IN JAPAN.

THE IMPERIAL SILVER WEDDING
GAYLY CELEBRATED.

TOKYO, May 10th.

Their Majesties the Emperor and Empress of Japan celebrate their silver wedding to-day.

The Tokyo Municipal authorities are giving a public dinner in Ueno Park to celebrate the occasion.

The Electric Bureau is running ten decorated tramcars through the leading streets of the capital, and a lantern procession composed of about 30,000 members of the Tokyo Young Men's Association is to be held this evening, starting in front of the Imperial Palace and proceeding to Ueno Park round by the Akasaka Palace, Ginza and Nishinobashi.

Although the actual date is to-day, the Municipal celebrations began yesterday, and they will continue till to-morrow.

Every house in the city is displaying the national flag in the daytime, and lanterns at night.

BANQUET AT PALACE.

The silver wedding banquet will be given in the Imperial Palace, and a reception, to which the foreign diplomats have been invited, will also be held. Amongst the decorations is a huge gateway of greenery erected at the Babasaki Gate, leading to the Palace. The gate and columns are festooned in red, white and yellow bunting. A multi-coloured electric light cluster plays from the top of the gate at night.

An athletic meeting was held to-day in the outer gardens of the Meiji Shrine, and other attractions were wrestling matches, pageant, public concerts by the naval and military bands, a No dance in the Kuden Shrine, and fireworks.

A large silver vase with inlaid gold decorations was the present given by the members of the Imperial family to the Emperor and Empress, and individual presents were also made by members of the Imperial family.

Despite the handicap of its small piston displacement, a 1500 cc. Fiat, model 501 S, made the fastest time of the day in the 10 kilometres race over the ice held at Sandviken, Sweden, in March. The little Fiat, which was driven by Engelman, covered the 6 1/5 miles in 7 min. 28 3/5 sec., which is equivalent to an average of 60 miles an hour. In the 1500 cc. touring car class, Bergstrom was first on a Fiat 501 in 7 min. 46 1/5 sec. A Lancia came first in the 2500 cc. class, its time being 7 min. 38 sec. Karligen on a Cleveland won in the 3500 cc. class in 7 min. 57 sec., and a Dodge was first in 9 min. 8 sec. in the class for cars above 3500 cc. Above 4500 cc. Arderstrom on a Chandler was first in 7 min. 45 1/5 sec. During the same meeting a race of one kilometre, straight was disputed, when Zimmerman's racing type Fiat was again first in the 1500 cc. class, and Bergstrom's Fiat was the fastest of the 1500 cc. touring models. The winners in the other classes were: 2500 cc., Aspegren on a Lancia; 3500 cc., Olsson on a Buick; 3500 cc. racing class, Ott Rietz on a Dodge; 4500 cc., Jonsson on a Voisin; above 4500 cc., Anderson on a Chandler.

POLITICAL SITUATION
IN CHINA.

[FROM THE "DAILY BULLETIN."]

STUDENTS IN PEKING.
DELEGATION RECEIVES MESSAGE
FROM CHIEF EXECUTIVE.

PEKING, May 10th.

The students' delegates, who failed to see the Chief Executive, Tuan Chi Jui, yesterday, were seen by his aide-de-camp, who promised them that Lu Ching Lin, Commandant of the Precautionary Force, would see them on Monday and give them a reply from the Government.

Pending this reply, the students are not agitating to-day, but the police are still taking precautions.

It is reported in judicial circles that five of the arrested students have been released on bail.

[THROUGH REUTER'S AGENCY.]
AGITATION IS LESS.

PEKING, May 11th.

The student agitation appears to be dying down as the result of the mediatory efforts of the Government Officials and Educational authorities.

A mandate was issued last night, reproving the students for their violent conduct and advising them to carry on with their studies. The mandate emphasized that Government was not wishing to buy a reputation for leniency by encouraging disorderly conduct as a trend of the educational movement.

[FROM THE "DAILY BULLETIN."]

REHABILITATION COMMITTEE.

MR. LIANG SHI YI CHAIRMAN OF
FINANCE SECTION.

PEKING, May 10th.

Following upon the resolution passed at yesterday's meeting of the Cabinet, the Government have drawn up a mandate appointing Liang Shi Yi Chairman of the Financial Rehabilitation Committee, with Huang Fu and Yang Yung Tai as Vice-Chairmen, and also appointing General Wang Shih Chen, another former Premier, as Chairman of the Military Rehabilitation Committee, and General Chao Li Tai and General Wei Tsung Han as Vice-Chairmen.

INDIAN TERRORISM.

VICEROY AND REPRESSION.

A recent extraordinary issue of the Gazette of India published a statement by the Earl of Reading giving his reasons for certifying the bill in connection with the Bengal Ordinance. The statement concluded as follows:—

"The provisions for an appeal to the High Court by any person convicted on a trial held by the Commissioners under the local Act, and for the submission to the High Court of any sentence of death passed by the Commissioners, constitute in my opinion, important safeguards for the just and equitable operation of the special procedure instituted by this Act. Circumstances may arise in which it will be desirable that persons committed to custody in jail under Section 11 of the local Act should be for such time as may be needful removed from an environment in which their presence might be a source of danger to public security. This is a precaution which I consider necessary."

I also consider it indispensable in order that the preventive precautionary powers vested by the Act in the Executive Government may be made effective, that orders of arrest or of committal to, or detention in, custody should not be subject to the directions under Section 491 of the Code of Criminal Procedure of 1898. Moreover, if proceedings of this character were taken, the Government might be obliged to reveal information of a most dangerous character and to compromise and render powerless their measures of precaution and intelligence, which constitute in dealing with secret conspiracies one of the most important practical safeguards of public security. This would clearly frustrate some of the most essential purposes of the Act.

For these reasons I have decided and certified that this bill is essential for the tranquillity of the Presidency of Bengal, and, inasmuch as the Bengal Criminal Law Amendment Ordinance, 1924, expires on April 25th, 1925, and time does not allow of the bill being submitted for his Majesty's assent, in accordance with the procedure laid down in sub-section 2 of section 67 (b) of the Government of India Act, I have made direction that the Act shall come into operation forthwith.

AUSTRALIAN MEAT METHODS.

Dr. Harvey Foote, of Park Lane, writes in the Daily News:—"Australia's up-to-date methods of slaughtering and the enforcement of strict regulations concerning inspection, dressing and retailing of meat, have placed Australia far ahead of any other part of the Empire in the matter of a sound meat supply."

IMPERIALISM AND PEACE.

CAMBRIDGE UNION SOCIETY
DEBATE.

The presence of two members of the House of Commons, Sir Robert Sanders and Mr. George Lansbury, attracted a crowded house at a recent meeting of the Cambridge Union Society. The motion for debate was:—

"That in the opinion of this House the Imperialism of His Majesty's Government constitutes a menace to the peace of the world."

Mr. A. M. Ramsey, Magdalene College, opened on the Government's policy in Egypt. He said that from the days of the Israelites until the present day people had found it very easy to get into Egypt, but very difficult to get out. He attacked the Government for the "provocative and blustering Note" which he had sent to Egypt, which he did not think was intended so much to put fear into the Egyptian Government as to be a threat to deprive them of the Nile water. The main blunder was that our Government had failed to make use of the League of Nations. If they were in the right why did not they approach the League?

He argued that the question of the Singapore Base had been kept outside of the pale of the Washington Conference, and he deprecated the admission of the delegates who had said that the British Government intended to have the base just outside the zone covered by the Conference in order to protect ourselves in that part of the world. He also claimed that the Imperial Preference proposals had a menacing effect upon the unity of Empire.

DEFINITE ACTION IN EGYPT.

Mr. P. A. Devlin, Christ's College, opposed in a trenchant speech, and commenced by showing the inconsistency of the speaker, who had claimed to foster co-operation within the Empire. Except action had been taken to the Government's action in Egypt, but he maintained that it was time that some definite action should be taken, because the Egyptian Government had evaded the conditions which had been laid down when they were granted self-government. With regard to Imperial Preference, he reminded the House that the Dominions were granting us all the preferences without our giving them anything in return. The speaker had said that it was a *quid-pro-quo*. He (the speaker) was of opinion that the Colonies were giving all the *quid*, and getting none of the *quo*. Liberal Imperialism was a nebulous mass. They were prepared to give to our Empire during the election, but when it came to serious issues they declined to lift a finger to help them.

FREEDOM AND THE EMPIRE.

Mr. GEORGE LANSBURY, M.P., whilst congratulating both the previous speakers, said he was afraid he disagreed with both of them. He thought the whole idea of Imperial trade was out of date. It embraced a doctrine of domination. It was the work of the devil and we had got to get it clean out of our minds. If a nation had superior gifts they should not be used for the exploitation of nations less gifted, but for the uplifting of them. He would like to see the title of "Empire" obliterated, and a Commonwealth of Free Nations substituted. He had heard a lot of talk about the blessings of civilization, and that we were an Empire of Free Nations. That was sheer undiluted rubbish. They must get rid of the idea of self-government as practised by the British Government to-day. Who would dare to say that the Indian people enjoyed it? Why could we not be straight with Egypt and say that it was necessary to keep an army there? It was not like the case of the capitalists, and that was why we heard all the ideas of growing cotton in the Sudan. The trouble in the world to-day was due to the fact that the mass of the people left the necessary thinking to the few on the top.

A JUST BEAST.

The Right Hon. Sir R. A. SANDERS, M.P., said, leaving self-government out of the question altogether in India or Egypt, both these countries are happier, and there is more prosperity in all classes on account of British rule having existed there. He could not speak from personal experience about India, but he spent a year in Egypt during the war, and in that country prosperity had increased enormously during British rule. He admitted there was room for improvement; but fellahs have a much better time now than they did under the Pashas. The Oriental rulers, both in India and Egypt, did not govern for the people but for themselves. A lot of hard things are said about the British, but like a certain famous headmaster, he might be a beast but he was a just beast. This was an acknowledged fact all over the world. Referring to Imperial Preference, he said the reason that proposals had been made was because the Dominions had asked for them. One of the most definite gestures in the last Parliament was from the Dominions for Imperial Preference.

The thirty-seven competitors who took part in the 24-hour endurance test around the Danish island of Sjælland had to face unusual difficulties, for the circuit to be covered was only announced an hour before the start, and snow and rain had put the roads in a very bad condition. As a consequence, only six cars completed the distance without loss of points; of these half dozen the first three were 10-15 h.p. Fiat's driven respectively by A. P. Svensson, A. Hansen, and K. E. Rasmussen. Fourth place was taken by P. Ljung on an Overland; K. Trolle on a Lancia was fifth; and the sixth man was Wagner on a Dodge.

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DRESSES AT SHANGHAI RACES. "FROM FURS TO FANS."

From "Furs to Fans" or "The Weatherman's Revenge" might well be the title of an article on the ladies' dresses during the Races says a writer in the *N.Y. Daily News*, for those who shivered under furs on Monday and Tuesday were sweating under sunshades and wielding fans yesterday. During the first races of the afternoon the sun was so hot as to make it seem mid-summer and some ladies whose enthusiasm kept them out in its rays too long were overcome temporarily.

If browns and beiges held the field on Monday and Tuesday black and white came into its own yesterday, as many of the smartest costumes were found in that combination. It is surprising how many changes can be rung on this colour theme without exhausting its stylish possibilities. Red, too, was a favourite livener of the costumes worn and many bright hues added brilliance to the scene. The majority of fair attendants wore three-piece costumes, although many dresses were seen without coats, sometimes with a fur neckpiece.

Among the blacks and whites stood out a tall figure in white *crêpe de chine* trimmed with puffed bands of the material and insets of fine tucks. The shady hat worn with the costume was trimmed with black and white osprey plumes and the white shoes had narrow bands of patent leather. A white serge coat frock was trimly set off with black and white buttons, trimmed with pin tucks, and small embroidered black motifs in black. The small hat which completed the costume was white relieved with black with black jet ornaments jauntily thrust through the crown.

A becoming white *crêpe* costume was trimmed with blacks of embroidery in Dresden colours, with which the neck and arm-holes were bound. Ribbons of the same colour were braided into a girdle with ends fluttering to the hem. A bright red shade hat and bag completed the cheery ensemble. A white fox fur, worn with a white broad satin coat over a serge dress trimmed with diagonal bands of satin, and topped off with a small white felt hat trimmed with a kind of paradise combined to make a stylish whole. Then there were two costumes of pleated skirts, white satin jumpers embroidered in black and small white hats trimmed with a simple white band and numerous other effective arrangements of black and white.

One of the few sunshades seen, a chic affair of black and white lace, protected a pretty white marocain costume, set off with black. Among the coloured outfits a picturesque blue hat trimmed with blue and red flowers was worn with a gown of the same shade, a lovely Delphinium hue. A refreshingly cool-looking costume was a green figured silk, made without sleeves and hemmed with beaver, the green hat was trimmed with grapes and gold ribbon and the gold slippers matched the hat. One of the smart tunic gowns worn was white embroidered all over in black, and edged with a raspberry red. This was worn over an underslip of black and the same raspberry. A striking coat frock of bright red was trimmed with grey fur, and there were some noticeably artistic uses of grey, which seems to be making a bid for the popularity which has belonged to beige. Several modish pongee costumes were worn with small black or white hats and looked most fitting for the occasion.

MOTHER OF 19 CHILDREN. JUDGE AND COUNSEL AMUSED.

Much amusement was caused in the King's bench division last month by the cheerful demeanour of a mother of 19 children when giving evidence on behalf of her sister in a claim for damages for personal injuries.

She explained that at the time of the accident her sister was bright and cheerful, although expecting to become a mother.

Mr. Vachell, K.C. (cross-examining): Is this a cheerful time with women?—Well, I've had 19 children and it doesn't seem to have taken much effect on me, has it? (Laughter.)

She added that since the accident her sister had experienced some difficulty in pronouncing her words.

Mr. Vachell: Can she say "British Constitution"?—I don't know, I am sure—but I can. (Laughter.)

Mr. Justice Shearman: Try her with "Extinguish the conflagration." Mr. Vachell.

Mrs. Alexander joined in the general laughter which greeted the suggestion and indicated that it was not beyond her powers.

SERVANT OR MISTRESS? CATECHISM FOR AN EMPLOYER.

A woman living in a South Coast town recently advertised for a domestic servant, and a reply she received contained the following questions:—

How many rooms have you?
Will my bedroom be large, with a hanging cupboard, and with what aspect?
Is yours a modern flat with bathroom, gas-cooker, and electric light?

What denominations are you?
Are you a Unitarian?
Do you live in a quiet or busy part, and are you near the sea, with any sea-view?

Would you object to my using the bathroom for my morning bath?
Would you require any cooking on Sundays?

Are you accustomed to a uniformed maid?

The washing all goes out, of course.
The applicant was not willing to accept the situation at less than £22 a year.

ABOMINABLE COOKS. SIR A. FRIPP ON ENGLISH IGNORANCE.

References to the "abominable cooking of the Englishwoman" were made by Sir Alfred Fripp, the surgeon, at an at home at 10, Downing Street, recently, in connection with the Young Women's Christian Association. Blue Triangle movement to erect a central building in London for working girls.

Sir Alfred said, having given the girls fresh air and exercise, he trusted they would be given the opportunity to learn cooking. The people in Great Britain were mostly ignorant on the subject of food value. If there was one thing which made for the commonness, dullness, and even boringness of an ordinary middle-class table more than the abominable cooking of the Englishwoman, then he would be glad to know of it.

THE HEAT OF THE SUN.

Washington announces that the National Geographical Society, in conjunction with the Smithsonian Institution, will send an expedition half way round the world for the purpose of making daily measurements of the heat from the sun. The expedition will take four years over its task, and has an appropriation of about \$11,000. Dr. Charles Abbot is the head of the expedition, which probably will erect a field station in Baluchistan, and in South-West Africa or Morocco, after an adequate survey. The purpose of the undertaking is to determine a method of long range weather forecasting. The expedition's undertaking is technically to conduct the four years' daily observations of solar radiation in a manner suitable to measure the variation. This variation over a short period is only 3 or 4 per cent. The highly complex effects of this variation is the result of the earth's variegated geography and weather.

LYOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 7th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 13th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 10 a.m. by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 7th May, 1925. [2184]

SUZUKI & Co., Ltd.

Sole Agents.

SAKURA BEER

Tel. Central 464, 468.
China Building, 1st Floor.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SARDINIA"

Captain O. SIGGERS, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, the 16th MAY, 1925, at DAYLIGHT, taking Passengers and Cargo for the above Ports.

Silk for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until Noon, the day before Sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—

MAACKINNON, MACKENZIE & CO., Agents.

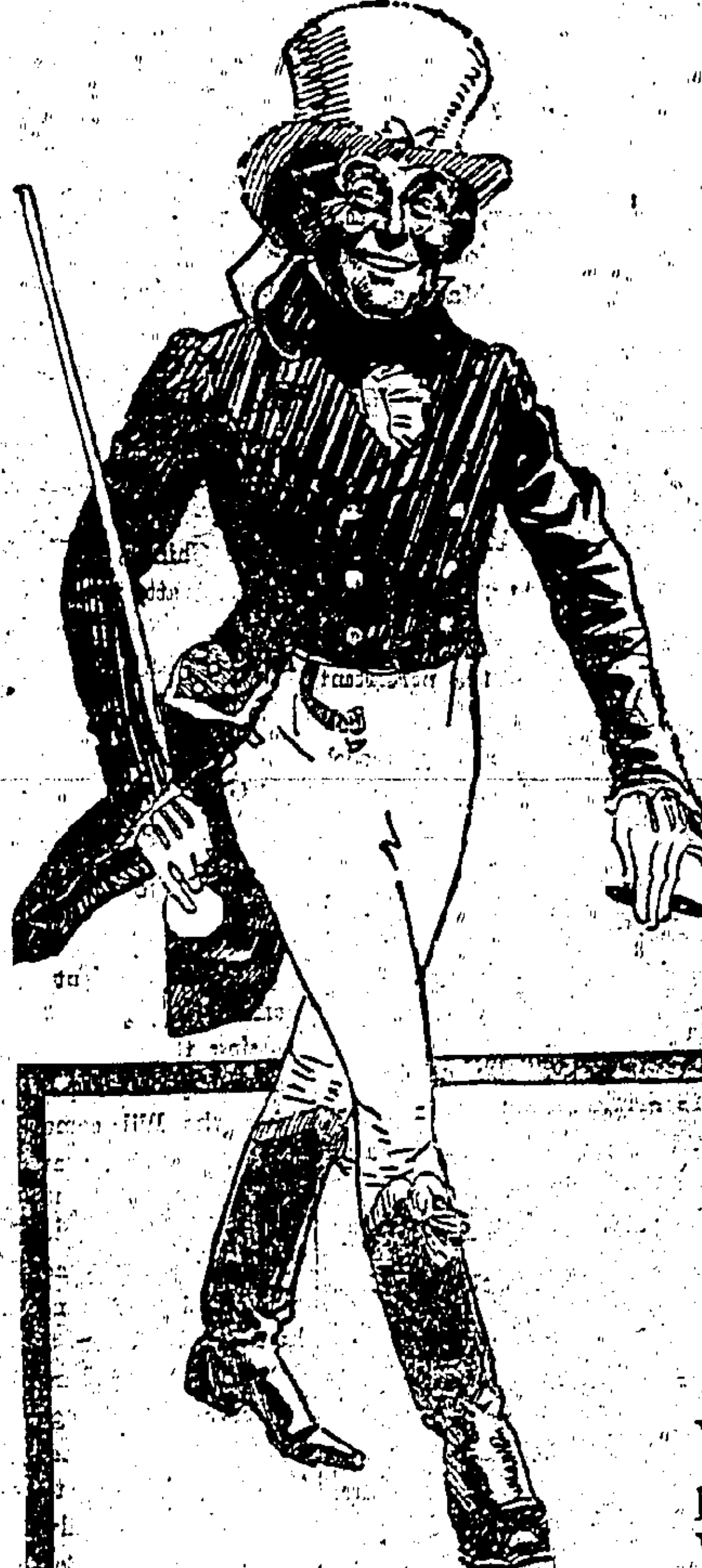
Hongkong, 11th May, 1925. [2193]



A
Welcome
Visitor

at any
time in
every
household. Every
Bug, Flea, Beetle,
Moth, Fly, etc., dies
once it has come into
proper contact with

KEATING'S



Born 1820—
Still going Strong!

You cannot get a single
peg of "Johnnie
Walker" that is not
mature, but be sure
to ask for "Johnnie
Walker" and not just
"Whisky".

JOHNNIE WALKER

Guaranteed same quality all over the world.

Caldbeck, Macgregor & Co., Ltd.,
Hong Kong

JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, KILMARNOCK, SCOTLAND.

THE DOLLAR STEAMSHIP LINE

ANNOUNCES

NEW FORTNIGHTLY SERVICE

BETWEEN

SAN FRANCISCO—HONOLULU—YOKOHAMA
—KOBE—SHANGHAI—HONGKONG—MANILA
OF THE

FIVE 535-TYPE "PRESIDENT" STEAMERS RECENTLY PURCHASED FROM THE
UNITED STATES SHIPPING BOARD

S.S. "PRESIDENT LINCOLN"

S.S. "PRESIDENT CLEVELAND"

S.S. "PRESIDENT PIERCE"

S.S. "PRESIDENT TAFT"

S.S. "PRESIDENT WILSON"

COMMENCING WITH THE

S.S. "PRESIDENT LINCOLN"

Sailing from SAN FRANCISCO ... May 16th
Arriving HONGKONG ... June 10th
Sailing for MANILA ... June 11th
Sailing for SHANGHAI, KOBE, YOKOHAMA, HONOLULU and
SAN FRANCISCO ... June 20th

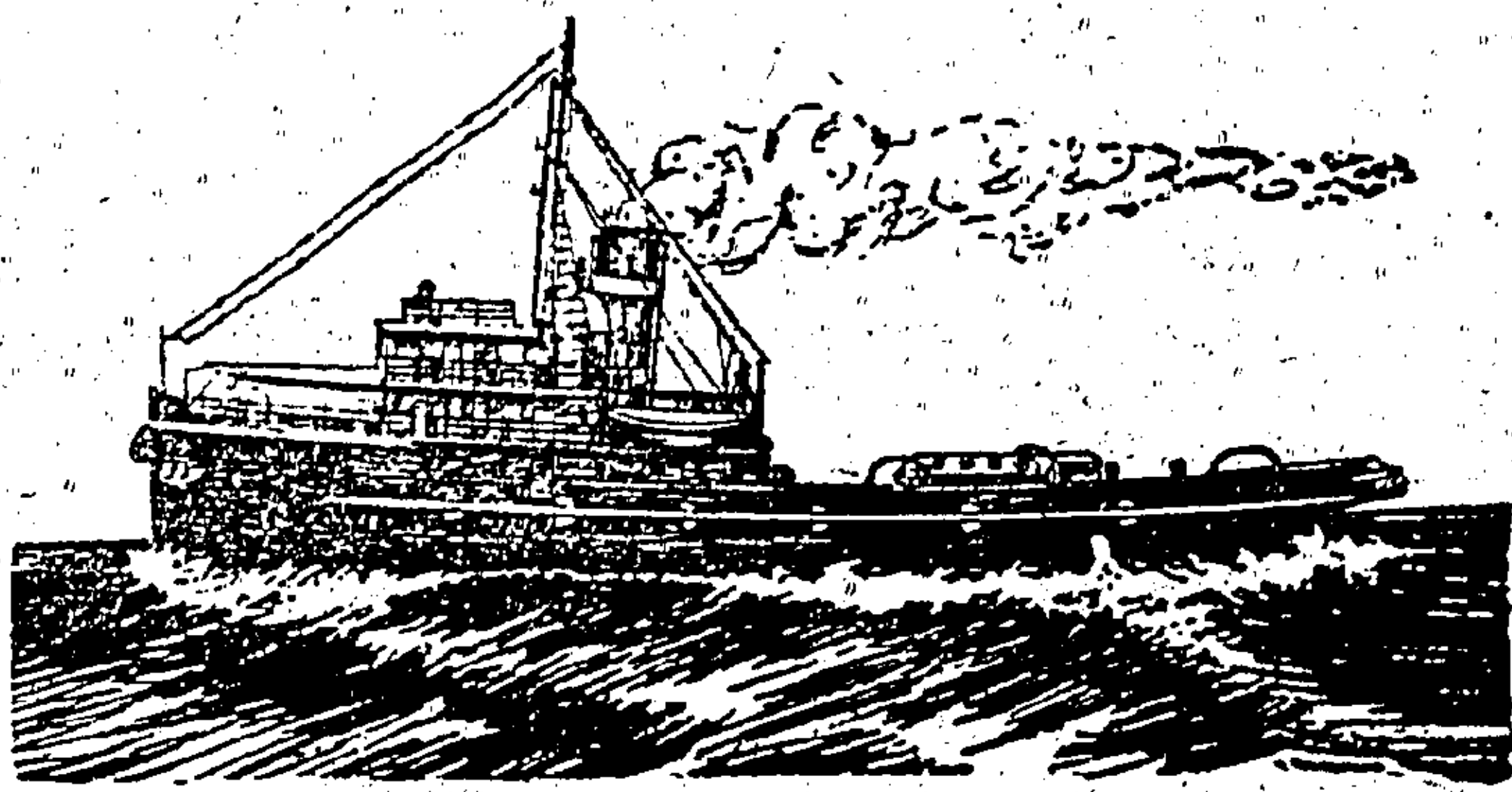
DOLLAR STEAMSHIP LINE.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own
service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven
submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "DESSAU"

having arrived from BREMEN, HAMBURG
and Ports, Consignees of Cargo are hereby
notified that their Cargo is being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., Kow-
loon, where Delivery can be obtained.
All Goods remaining undelivered after 14th
May, will be subject to Rent.
No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godown for examination by the Consignees and
the Company's Surveyors, Messrs. Anderson
& Ashe, at 10 a.m., on the 13th instant.
No Claims will be admitted after the Goods
have left the Godown and all Claims must be
presented within Two Weeks of the Steamer's
arrival here, after which date they will not be
recognized.
Consignees are requested to surrender their
Bills of Lading to the Undersigned for
countersignature.

MELOERS & CO.
Agents,
NORDDEUTSCHER LLOYD, BREMEN
Hongkong, May 8th, 1925.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motor Ship

"AFRIKA"

having arrived, Consignees of Cargo are
hereby informed that all Goods are being
landed and placed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., where Delivery can be
obtained as soon as the Goods are landed.
No Claims will be admitted after the Goods
have left the Godown, and all Goods remain-
ing undelivered after the 18th of May,
1925, at 4 p.m., will be subject to Rent.
All broken, chafed and damaged Goods are
to be left in the Godown, where they will be
examined by Messrs. Anderson & Ashe on
the 13th of May, 1925, at 10 a.m.
All Claims against the vessel must be
presented to the Undersigned before the 21st
of May, 1925, or they will not be
recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.
Agents,
Hongkong, 10th May, 1925.

JOHN MANNERS & CO., LTD.
Agents,
Hongkong, 10th May, 1925.

HONGKONG TIDE TABLE

From May 12th to 18th, 1925.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'k'g.	Standard	Height	H'k'g.	Standard	Height
Tues.	12	h. m.	0 28	4 4	h. m.	4 46	3 1
		m	11 4	7 2	m	6 44	0 7
Wed.	13	m	1 56	1 1	m	5 23	8 6
		m	11 45	7 0	m	7 49	0 9
Thur.	14	m	3 41	4 0	m	6 12	3 9
		m	0 28	4 5	m	2 4	1 1
Fri.	15	m	0 18	4 2	m	7 28	4 1
		m	2 84	6 0	m	10 27	1 3
Satur.	16	m	0 4	4 5	m	9 44	4 1
		m	4 9	5 8	m	11 33	1 4
Sun.	17	m	4 37	4 9	m	7 14	3 7
		m	5 29	5 5	m	6 12	1 1
Mon.	18	m	7 4	5 3	m	0 12	1 0
		m	6 36	5 2	m	0 33	3 1

FLIGHT TO NORTH POLE.

AMUNDSEN'S GREATEST
ADVENTURE.

NEW ROUTE TO FAR EAST.

Captain Roald Amundsen sailed from
Oslo recently for Spitzbergen, whence he
is to attempt to reach the North Pole by
air in at least eight and not more than
ten hours. Captain Amundsen (says the
Central News) sent the following farewell
message:—

"It has seemed as if the world has be-
come less fond of taking risks. I have
never done anything else in my life. This
is the greatest of them all, but I am very
sure of success, and at the moment of my
leave-taking may venture to say now that
this expedition will accomplish more than
I have hitherto indicated as my ambi-
tion."

Captain Amundsen's "ambition" is not
merely to reach the Pole by air but to ex-
plore the unknown tract of ten million
square miles around it for an area of
terra firma which could be used as an
aerodrome. If he succeeds the age-long
dream of geographers and adventurers
may become true—to cross the roof of the
world by the great circle route. If it
was found possible to traverse it Cape
Barrow, in Alaska, would be reached in
35 hours' air journey from London, over
2,800 miles, and Japan—the distance re-
duced to about 4,000 miles—would be ac-
cessible in fifty hours.

The two seaplane pilots are to be two
lieutenants of the Norwegian Navy,
Hiser, Larsen and Dietrichson, who were
attached to the British Royal Air Force
during the war. They were able recently
to accomplish a 2,000-mile flight round
Norway in two days. Their experience
in rising and landing in ice and snow
is unequalled among the aviators of the
world. Captain Amundsen will fly on
one machine and Mr. Lincoln
Ellsworth, a wealthy American civil en-
gineer, on the other as kinematog-
rapher to the expedition.

The flight is likely to begin in the third
week of April. In the next few days the
party will fly from King's Bay to the ex-
treme north of Spitzbergen, which will be
the jumping-off point. There a wire-
less station is to be erected, and arrange-
ments have been made for an hourly
service of weather reports to be obtained
from Scotland, Siberia, Russia, Alaska,
and other points on the Arctic fringe.
The journey will begin on the first day
when there is no prospect of low-lying
fog ahead.

Captain Amundsen hopes to land his
machines directly on the Pole, but in
any case he will descend within a radius
not wider than forty miles. Sun observa-
tions would then be made, and after bear-
ings are obtained the exact Polar position
would be reached half an hour after
wards. If the Pole is found to be at the
moment a water area, the landing will
be made without difficulty, and sound-
ings are to be immediately taken. Should
it prove to be an ice-pack of uneven sur-
face, a reconnaissance will have to be
made for a safe spot for the actual
descent. From Spitzbergen the distance
is 710 miles.

Commander K. Prestrud, the Naval At-
tached to the Norwegian Legation in Lon-
don, who assisted Captain Amundsen to
prepare his plans, disclosed that the ex-
plorer's project is a much greater one
than he has cared publicly to state.

"When I accompanied Amundsen on his
successful expedition to the South Pole,"
said Commander Prestrud, "he talked
constantly of what he wanted to be the
achievement of his life. He has now em-
barked to attain it."

"To reach the North Pole by air will,
of course, be itself a historic triumph,
but Amundsen has a good deal more in
view. If at all possible, and with the
least incentive, he will carry on the flight
to Alaska, another 1,000 miles away.
This, of course, would require only thir-
teen more hours to accomplish, and if
he succeeds the first chapter of a new
story in the world's history will have
been completed. It would mean that
his life-long dream that the earth can
be circled at its shortest mathematical
are would have come true."

SHIPPING NOTES.

As in the case of the Hamburg-
Amerika Line, the North-German Lloyd
and the Hansa shipping companies have
decided to declare no dividend this year.

Several vessels which arrived in port
during the week-end reported that they
had been held up by fog outside Hong-
kong.

The Master of the s.s. *Koyei Maru*
from Osaka and Moji which arrived in
port during the week-end, reported that
dangerous goods on board consisted of
50 cases of nitric acid and 103 of sulphate
acid.

Mails arriving in the Colony during
the week-end were brought as under:—
From Shanghai: s.s. *Wo Sang* and
Lianan (40 bags); Shanghai and Swatow:
s.s. *Sinkiang* (14 bags); New York and
Shanghai: s.s. *President Van Buren*
(265 bags); San Francisco: s.s. *Taiyo*
Maru (54 bags); Kwong Chou Wan and
Macao: s.s. *Ching Ring* (one bag);
Manila and Saigon: s.s. *Chantilly*
(60 bags); Hankow and Shanghai: s.s.
Jaon (2 bags); Melbourne and Manila:
s.s. *Tunda* (31 bags); Bremen and
Manila: s.s. *Deutscher* (8 bags); Hamburg
and Singapore: s.s. *Hindenburg* (82
bags); Manila: s.s. *President Jefferson*
(20 bags); Osaka and Moji: s.s. *Koyei*
Maru (4 bags); Kobe and Oloilo: s.s.
Tsuyama Maru (2 packages); Yokohama
and Shanghai: s.s. *Sawa Maru* (76
bags); Yokohama and Moji: s.s. *Awa*
Maru (6 bags); Swatow: s.s. *Hydrangea*
(16 bags); Tientsin: s.s. *Tu Sang* (16
bags); Manila: s.s. *Tuen Sang* (one
bag); Bangkok and Swatow: s.s. *King-
chow* (3 bags); Cebu and Manila: s.s.
Parkhynde (3 bags); Canton: s.s. *Sun-
ghang* (32 bags); Shanghai: s.s. *Kwang*
Tak (117 bags).

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

BANGKOK via SWATOW	"KWAISANG"	Tuesday, 12th May, Noon.
MANILA	"LEESANG"	Tuesday, 12th May, 3 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Wednesday, 13th May, 7 a.m.
KOBE via AMOI & MOJI	"KUMSANG"	Thursday, 14th May, 7 a.m.
SHANGHAI via SWATOW	"YUSANG"	Friday, 15th May, 7 a.m.
BANGKOK	"WUSANG"	Sunday, 17th May, 10 a.m.
SHANGHAI via SWATOW	"MINGSANG"	Sunday, 17th May, 8 a.m.
HAIPHONG via HOIHO	"HINSANG"	Wednesday, 20th May, Noon.
SANDAKAN	"CHIFSHING"	Thursday, 21st May, Noon.
TIEN-TIN	"NAMSANG"	Friday, 22nd May, 7 a.m.
KOBE via AMOI & MOJI	"LANSANG"	Friday, 22nd May, 3 p.m.
STRAITS & CALCUTTA	"CHEONGSHING"	Sunday, 31st May, Noon.
TIEN-TIN		

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY From Both Ports
HONGKONG—HAIPHONG LINE	EVERY SUNDAY From Both Ports
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIEN-TIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS

Telephone Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS CHINA & JAPAN SERVICE

OUTWARDS

HOMWARDS

Vessel	Days Hongkong	Vessel	Days Hongkong	Days Hongkong
"CARNARVONSHIRE"	13th May	"GLENAPPE"	20th May	20th May
"GLKNREG"	28th May	"GLKNREG"	20th May	20th May
"GLENARA"	28th May	"CARNARVONSHIRE"	11th June	11th June
"GLENHIEL"	28th June	"CARNARVONSHIRE"	20th June	20th June
"FEBROKESHIRE"	9th July	"CARNARVONSHIRE"	20th June	20th June

(Movements are subject to change without notice)

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., Agents.

Telephone: Central No. 215 sub-ex. 22, and Central 1230.

JAVA-CHINA-JAPAN- LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJIBODAS	Java via M'sar.	12th May	14th May	AMOI & SHANGHAI
TIJIKINI	AMOI	13th "	14th "	MANARAS
TIJIRANG	BATAVIA	13th "	17th "	SHANGHAI
TIJIMANOK	Java via M'sar.	14th "	17th "	JAPAN
TIJISONDARI	DALNY	19th "	23rd "	BATAVIA
TIJIRABANG	SHANGHAI	27th "	30th "	BATAVIA
TIJISAR	BATAVIA	29th "	1st June	SHANGHAI
TIJIBOET	Java via M'sar.	31st "	3rd "	YOKOHAMA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation
for a limited number of saloon passengers. All steamers carry a duly qualified surgeon.
Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN.

SOLE AGENTS

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HONGKONG.

CAMMELL LAIRD & Co., Ltd.

Constructing THE LEAN ENGINE CO., NEWLY WHEEL CO., etc.

Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

FREIGHT & COAL CARS

STEAM DRIVEN RAIL COACHES

NEWLY SOLID ROLLED STEEL RAILWAY WHEELS

12, PEKING ROAD, SHANGHAI.

SHIPPING NEWS

ARRIVALS.

May 10th.

Africa, Danish motor ship, 8,307 tons, Capt. A. Swarte, from Singapore, Singapore, with a general cargo, lying at Kowloon wharf.—John Manners & Co.

Chang Hing, Chilean str., 249 tons, Capt. Leung San Kong, from Kwong Chow Wan, with a general cargo, lying at buoy No. 121.—Hong On Co.

Demeter, Norwegian str., 1,344 tons, Capt. E. N. Johnson, from Bangkok, with a general cargo, lying at buoy No. 122.—Kwong Nguan Sang.

Hengta, Chinese str., 913 tons, Capt. H. Hsuan, from Chofoo, with a general cargo, lying at buoy No. 121.—Yue Tai Hong.

Hoi Cheong, Portuguese str., 223 tons, Capt. Jose Antunes, from Kwong Chow Wan, with a general cargo, lying at buoy No. 121.—Hoi On S.S. Co.

Jade, French str., 280 tons, Capt. P. B. Morancie, from Saigon, lying at Stonecutters.—Kai Yee & Co.

Lian, British str., 1,336 tons, Capt. U. H. Jones, from Shanghai, with a general cargo, lying at buoy No. 121.—B. & S.

Miki Maru, Japanese str., 1,053 tons, Capt. Y. Masuda, from Taiyuan, with a general cargo, lying at Kowloon wharf.—Grimble & Co.

Oanfa, British str., 3,509 tons, Capt. H. J. Williams, from Shanghai, with a general cargo, lying at buoy No. 121.—B. & S.

May 11th.

Amakusa Maru, Japanese str., 2,353 tons, Capt. H. Oyama, from Hainan, with a general cargo, lying at O.S.K. wharf.—O.S.K.

Chantilly, French str., 3,954 tons, Capt. Anet, from Marseilles, with a general cargo, lying at buoy No. 121.—M.M.

Delagun Maru, Japanese str., 4,253 tons, Capt. Y. Katori, from Shanghai, with a general cargo, lying at Stonecutters.—N.Y.K.

Ukensan Maru, Japanese str., 1,164 tons, Capt. Kosego, from Samsat, with a general cargo, lying at buoy No. 121.—T.K.K.

Haifong, British str., 1,136 tons, Capt. W. G. Erwin, from Saigon, with a general cargo, lying at buoy No. 121.—A.S.

Idathide, British str., 842 tons, Capt. E. G. Ripley, from Samsat, lying at Stonecutters.—Yik Tai S.S. Co.

President Van Buren, American str., 6,195 tons, Capt. James M. Lane, from New York, which port she left on March 19th, with a general cargo, lying at Kowloon wharf.—Dollar S.S. Line.

Taiyo Maru, Japanese str., 8,424 tons, Capt. Maki, from San Francisco and Shanghai, she left Shanghai on May 10th, with a general cargo, lying at buoy No. 121.—T.K.K.

Tomashima Maru, Japanese str., 866 tons, Capt. K. Miyazaki, from Keelung, with a general cargo, lying at buoy No. 121.—M.B.K.

Van Overstraten, Dutch str., 2,836 tons, Capt. A. P. Pronker, from Singapore, with a general cargo, lying at buoy No. 121.—J.C.J.L.

Wo Sang, British str., 1,127 tons, Capt. C. A. Robertson, from Shanghai and Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

CLEARANCES.

May 11th.

Asama Maru, for Takao.

Chantilly, for Shanghai.

Changhong, for Kwong Chow Wan.

Changhong, for Shanghai.

Dace Castle, for Manila.

Delagun Maru, for Saigon.

Fook Sang, for Singapore.

Helios, for Swatow.

Huohong, for Kwong Chow Wan.

Huohong, for Swatow.

Hydrangea, for Port Bayard.

Jade, for Keelung.

Kanishah, for Shanghai.

Lian, for Canton.

Lingpin, for Canton.

Maiti, for Saigon.

Mondego, for Saigon.

Nanking Maru, for Foochow.

Oanfa, for Saigon.

President Van Buren, for Manila.

Sinkiang, for Amoy.

Tomashima Maru, for Canton.

Wo Sang, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Chantilly*, on May 11th: Misses Crawford and Musgrave, Mr. V. Chan, Mr. Khoo Keng Dong, Miss Cotton, Mr. E. Eason, Mr. S. L. O'Boy, Mr. H. Johnson, Mr. E. L. Matteson, Mr. H. Proulx, Mrs. E. A. Blyson and two children, Mr. C. V. Blyson, Capt. W. Stickman, Mr. M. M. Benton, Mrs. I. B. Benton, Mrs. S. Berger, Mr. W. H. Braun, Mrs. U. Ellis, Mrs. E. C. Harvey, Mrs. M. J. Jennings, Mr. E. Loehman, Mrs. B. A. Peterson, Mr. L. R. Peterson, Mr. P. Thomas, Mr. L. Haggerty, Mr. J. H. and Mrs. Hymann, Mr. and Mrs. S. A. Aldrich, Mr. O. Benz, Mr. and Mrs. Pett and daughter, Miss Usher, Mr. and Mrs. Brandmar, Mr. L. Elstrom, Mr. and Mrs. Harris, Mr. and Mrs. Krone and child, Mr. W. Levee, Mr. and Mrs. Robertson and three children, Mr. and Mrs. Hay, Mr. W. E. Sherman, Rev. A. Baxter, and Mrs. T. Graves.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via PANAMA	Takaka Maru	Jap.	Nippon Yusen Kaisha	On 7th June
New York & Boston	Moorea Palace	Brit.	Princess Line	On 1st June
New York & Boston via SUEZ	Dacota Castle	Ital.	Dodwell & Co., Ltd.	On 18th inst.
New York, Boston & BALTIMORE	Kanaka	Brit.	The Bank Line, Ltd.	About 25th inst.
BARCELONA, VALENCIA, ANTWERP, ROTTERDAM, &c.	Sumtra	Swed.	Gilman & Co.	On 7th June
Boston, New York & BALTIMORE via SUEZ	Diomed	Brit.	Butterfield & Swire	On 19th inst.
Boston, New York & BALTIMORE via SUEZ	Kanaka	Brit.	The Bank Line, Limited	On 9th inst.
San Francisco via S'hai & Jap. Ports & H'Kong	President Prince	Am.	Pacific Mail S.S. Co.	On 15th inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	On 15th inst., 11 a.m.
VICTORIA, SEATTLE & VANCOUVER via J. PORT	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
VICTORIA, VANCOUVER & SEATTLE	Takkybius	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE & VICTORIA, via S'hai, Kobe & YOKOHAMA	President Grant	Am.	Admiral Oriental Line	On 15th inst.
MARSEILLES & LONDON	Mores	Brit.	P. & O. B. I. & A. L.	On 15th July
MARSEILLES, &c.	Angkor	Frnc.	Messageries Maritimes	On 15th inst.
MARSEILLES, &c.	Amboise	Frnc.	Messageries Maritimes	On 7th June
MARSEILLES, &c.	Chaudilly	Frnc.	Messageries Maritimes	On 2nd inst., 5 p.m.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 14th inst.
MARSEILLES, LONDON, B'ham & HAMBURG	City of Glasgow	Brit.	The Bank Line, Ltd.	On 18th inst.
GENOA, HAVRE, LIVERPOOL & GLASGOW	Amboise	Brit.	Butterfield & Swire	On 15th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Calchas	Brit.	Butterfield & Swire	On 18th inst.
MARSEILLES, LONDON, ROTTERDAM & HAMBURG	Calchas	Brit.	Jardine, Matheson & Co., Ltd.	On 5th inst.
LONDON, ROTTERDAM & HAMBURG	Glensapp	Dut.	Java-China-Japan Lijn	On 17th inst.
GENOA, MARSEILLES, B'ham, AMSTERDAM, HAMBURG & BREMEN	Oosterkrak	Jap.	Nippon Yusen Kaisha	On 22nd inst., 3 p.m.
BOMBAY via SINGAPORE & COLOMBO	Rangoon Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst.
SEATTLE & OALCUTTA	Laisang	Brit.	P. & O. B. I. & A. L.	On 8th June
SINGAPORE, PENANG & CALCUTTA	Takkybius	Brit.	P. & O. B. I. & A. L.	On 18th inst., D.L.
SINGAPORE & BOMBAY	Jeypore	Brit.	P. & O. B. I. & A. L.	On 18th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sandania	Dut.	Java-China-Japan Lijn	On 31st inst.
SINGAPORE & BELANANG-DELI	Van Oerstraten	Ital.	Dodwell & Co., Ltd.	On 16th inst., 4 p.m.
BRINDISI, VENICE & TRIESTE	Nanning	Brit.	Butterfield & Swire	On 17th inst., 7 a.m.
WHEIMAR, CHEFOO & TIENTSIN	Wosang	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst., 11 a.m.
SANDAKAN via SWATOW	Minami Maru	Jap.	Nippon Yusen Kaisha	On 3rd June
AUSTRALIAN PORTS via MANILA	Tanda	Brit.	Butterfield & Swire	On 15th inst.
AUSTRALIAN PORTS	Triyan	Jap.	Nippon Yusen Kaisha	On 15th inst., Noon.
AUSTRALIAN PORTS	Kawachi Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 16th inst., D.L.
SHANGHAI, KOBE & YOKOHAMA	Sicilia	Brit.	P. & O. B. I. & A. L.	On 15th inst., Noon
BANGKOK via SWATOW	Kalyan	Brit.	P. & O. B. I. & A. L.	On 12th June
SHANGHAI & KOBE	Delia	Irsl.	Dodwell & Co., Ltd.	About 12th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	Kerk	Irsl.	Java-China-Japan Lijn	About 17th inst.
SHANGHAI & KOBE	Tijikatsing	Dut.	P. & O. B. I. & A. L.	On 6th June
YOKOHAMA, SHANGHAI, KOBE & MOI	Arifura	Brit.	P. & O. B. I. & A. L.	On 25th inst.
SHANGHAI	Malwa	Brit.	Jardine, Matheson & Co., Ltd.	About 1st inst., Noon
MOI, KOBE & YOKOHAMA	Ching	Dut.	Java-China-Japan Lijn	About 13rd inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	Tungdang	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst., 8 a.m.
TIENTSIN	Kwangchow	Brit.	Butterfield & Swire	On 14th inst., Noon.
BAVIA	Taming	Brit.	Butterfield & Swire	On 12th inst., 1 p.m.
SWATOW & BANGKOK	Eisiching	Brit.	Douglas Laroux & Co.	On 19th inst., 1 p.m.
SWATOW, AMOI & FOCHOW	Hainong	Brit.	Pacific Mail S.S. Co.	On 15th inst.
SWATOW, AMOI & FOCHOW	President Taft	Brit.	Canadian Pacific O.S. Ltd.	On 15th inst.
MANILA	Empress Canada	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst., 3 p.m.
MANILA	Loening	Brit.	Admiral Oriental Line	On 12th inst.
MANILA	President Grant	Am.	Admiral Oriental Line	On 12th inst.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "KANSAS" ... via Suez Canal ... 19th May

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK" ... via Suez Canal ... 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... 14th May
For MARSHALLS, LONDON, ANTWERP & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "SURAT" ... Sails Hongkong, 29th Apr.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay, and Cape Town.
Through Bills of Lading issued to Belra, Quilimane, Ibo, Port Amélia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "KANSAS" ... via Suez Canal ... 19th May
S.S. "DIOMEDE" ... via Suez Canal ... 7th June
S.S. "KATUNA" ... via Suez Canal ... 19th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE or **THE BANK LINE LTD., HONGKONG**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.**

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	25th May, 1925
CHARTILLI	—	—	9th June, "
PORTHOIS	23rd Apr., 1925	25th May, 1925	23rd June, "
ANGKOR	7th May, "	8th June, "	7th July, "
COMPAGNE	23rd May, "	23rd June, "	31st July, "
ANGERS	6th June, "	7th July, "	4th Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) ... 250.00.00. B CLASS (1st Class) ... 225.00.00.
STEAMERS (2nd) ... 125.00.00. STEAMERS (2nd) ... 112.50.00.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "CAPITAINE FAURE" ... loading for HAVRE, ANTWERP

S.S. "CAPITAINE FAURE" ... from DUNKIRK, LONDON & HAVRE to be

to arrive about 22nd May.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
3, Queen's Buildings.
Telephone Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... 1st June, 1925.
S.S. "CELTIC PRINCE" ... 15th June, "

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

Telephone Central 5105

Sole Agents.

P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALIPPORE"	5,373	12th May, 4 p.m.	Singapore, Penang & Bombay.
"SARDINIA"	6,884	16th May, D.L.	Spore, Penang, Colombo & B'way
"SOUDAN"	6,886	20th May	Spore, Penang, Colombo & B'way
"MORRA"	10,911	30th May	Marseilles & London
"KALIAN"	6,884	2nd June	Mars., L'bon, A'werp, H'burg & Hull
"JEXPORE"	6,318	6th June	Singapore & Bombay.
"SICILIA"	6,318	11th June	Spore, Penang, Colombo & B'way
"KALIAN"	6,118	13th June	Mars., London, Antwerp & Hull
"KIDDERPORE"	5,334	13th June	Singapore & Bombay.
"MALWA"	10,941	17th June	Marseilles & London
"DELTA"	6,097	18th June	Spore, Penang, Colombo & B'way
"KASHMIR"	6,385	11th July	Mars., London & Antwerp
"KANTUA"	10,902	25th July	Marseilles & London
"SOUDAN"	6,886	8th Aug.	Spore, Penang, Colombo & B'way
"KASHGAR"	9,006	8th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"SICILIA"	6,318	2nd Sept.	Spore, Penang, Colombo & B'way
"NARKUNDA"	10,927	8th Sept.	Marseilles & London
"KARMALA"	6,123	12th Sept.	Marseilles, London & A'werp.
"KRIVA"	6,123	3rd Oct.	Marseilles, London & A'werp.
"MALWA"	10,941	17th Oct.	Marseilles & London.

BRITISH INDIA-APOAR SAILINGS

S.S.	Tons	From Hongkong	Destination
"TAKIWA"	7,336	15th May	Singapore, Penang & Calcutta.
"TAKARA"	7,336	31st May	do.
"TAKADA"	4,949	4th June	do.
"TILAWA"	10,000	7th July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong	Destination
"TANDA"	6,058	8th June	Manila, Sandakan, Thursday
"ARAFURA"	6,000	8th July	Inland, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	8th Aug.	do.
"TANDA"	6,058	2nd Sept.	do.
"ARAFURA"	6,000	7th Oct.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Nov.	Inland, Townsville, Brisbane, Sydney & Melbourne.

† S.S. "TANDA" calls at Kolambungan.

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Peking, Cebu, Kolumougan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.

Freight connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong	Destination
"TAKADA"	6,949	15th May	Moji, Kobe & Osaka.
"KALIAN"	6,118	15th May, Noon	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,318	16th May, D.L.	Shanghai & Kobe
"MALWA"	10,941	20th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	4th June	Shanghai, Moji & Kobe
"KASHMIR"	6,385	12th June	Shanghai, Moji & Kobe
"DELTA"	6,097	12th June	Shanghai, Moji & Kobe
"TILAWA"	10,000	24th June	Kobe.
"KANTUA"	10,902	25th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th July	Moji & Kobe.
"KASHGAR"	9,006	10th July	Shanghai, Moji & Kobe
"SOUDAN"	6,886	10th July	Shanghai & Kobe
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"SICILIA"	6,318	7th Aug.	Shanghai & Kobe
"NARKUNDA"	10,927	8th Aug.	Moji, Kobe & Yokohama
"KRIVA"	6,123	31st Aug.	Shanghai, Moji & Kobe.
"DELTA"	6,097	4th Sept.	do.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"KALIAN"	6,118	2nd Oct.	Shanghai, Moji & Kobe.
"SOUDAN"	6,886	2nd Oct.	do.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"KANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe
"KASHMIR"	6,385	1st Nov.	do.
"KASHGAR"	9,006	14th Nov.	do.
"MACEDONIA"	11,089	28th Nov.	do.
		18th Dec.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

All Cables are fitted with more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 11.00 on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, (Corner of Road Central, HONGKONG)

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING	—	Capt. W. R. Turnbull	Tuesday, 15th May, at 1 p.m.
HAICHING	—	A. H. Stewart	Friday, 15th May, at 4 p.m.
HAICHING	—	Capt. Ellis Walker	Tuesday, 19th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fouchow (Pequa Anchorage) and return by the same Steamer by the "HAICHING", "HAICHONG" and "HAICHING" at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.,

General Managers

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & SINGAPORE	"KIUNGCHOW"	On 12th May, 11 a.m.
SHANGHAI & TIENTSIN	"LINAN"	On 13th May, Noon.
SWATOW & SHANGHAI	"SUICHANG"	On 14th May, 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 14th May, Noon.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 16th May, D.L.
SHANGHAI & TIENTSIN	"KUNAN"	On 16th May, 4 p.m.
SHANGHAI & NEWCHANG	"KUNAN"	On 18th May, 4 p.m.
WILHAIWAI, CHEFOO & TIENTSIN	"KUNAN"	On 18th May, 4 p.m.
SWATOW & SINGAPORE	"KIANGSU"	On 17th May, 11 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 17th May, 11 a.m.
AMOY & SHANGHAI	"SUICHANG"	On 18th May, 4 p.m.
HOIHOW & SINGAPORE	"SUICHANG"	On 20th May, 10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy, Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai to not require to tranship at Swatow.

BANGKOK LINE—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 83.

CARGO AND PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Rango, Thursday 11, & Ass. Ports on or about
---------	-----------------------------	---

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE

Telephone No. Central 83.

Agents.

DODWELL & CO., LTD.**NEW YORK BERTH**

FOR NEW YORK AND BOSTON via SUEZ.

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUMBO).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, L'RI, ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.**NEXT SAILINGS**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "KERKA" (cargo only)	—	—	Sails 12th May
S.S. "VENIZIA"	—	—	Sails 10th June
S.S. "TRIESTE" (cargo only)	—	—	Sails 12th June

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "ROSANDRA"	—	—	Sails 31st May
S.S. "VENIZIA"	—	—	Sails 1st July

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1038.

Agents.

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP

VAN OVERSTRATEN

21st May, 1925.

For SINGAPORE, PENANG and BELAWAN-DELI DIRECT.

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-IJN.

Telephone 1874.

YOKO BUILDING, CHARTER ROAD.

POST OFFICE NOTICE.

The transmission of Radio Telegrams to Swatow is suspended.

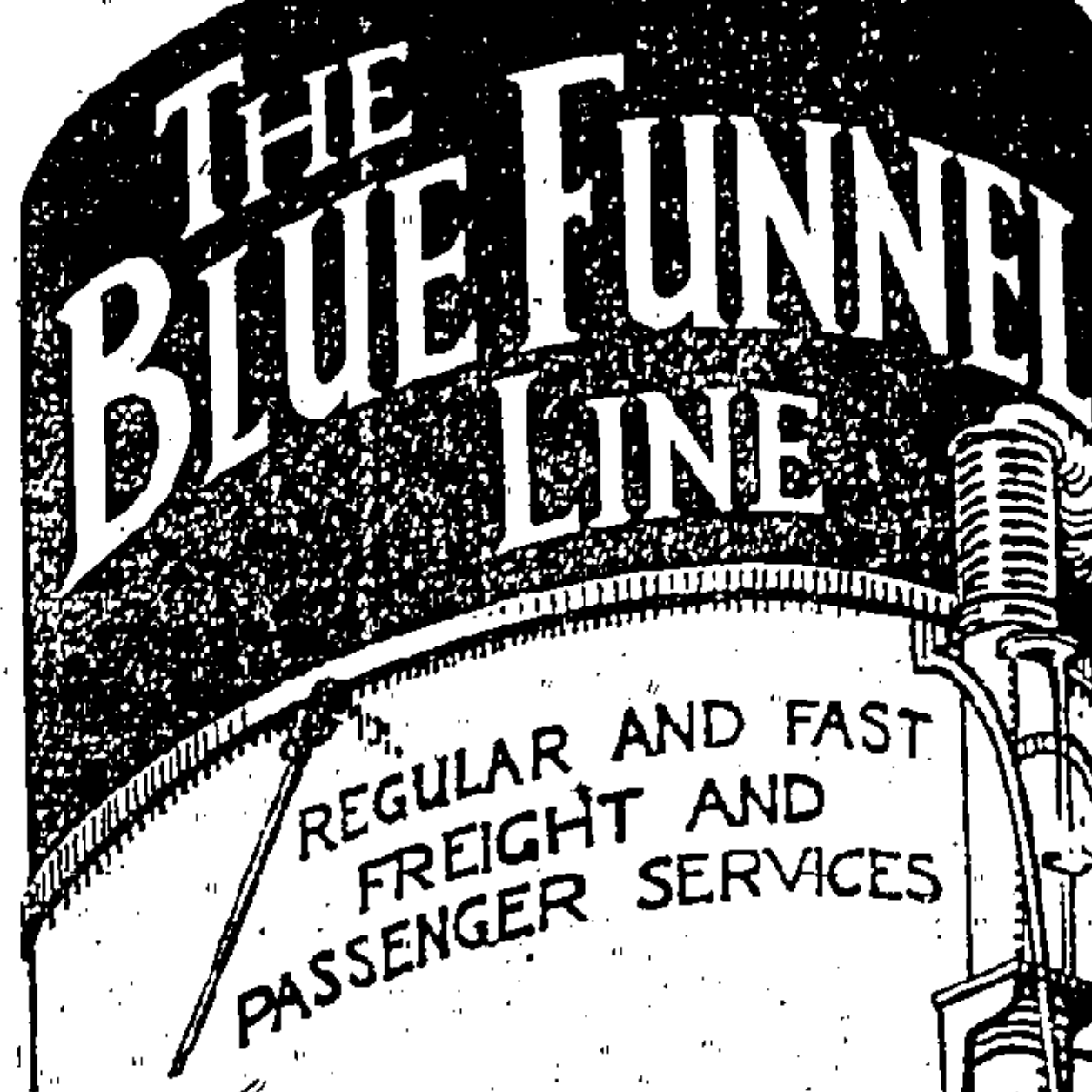
INWARD MAILS.

FROM	PER	DATE
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May
U.S.A., CANADA, JAPAN & SHANGHAI...	Pres. Grant	18th May

OUTWARD MAILS.

FOR	PER	DATE
*Swatow and Bangkok	Kwai Sang	Tuesday, 12th, 10.30 A.M.
Foochow	Nanking Maru	10.30 A.M.
Shanghai	Oliver	10.30 A.M.
Swatow, Amoy and Foochow	Hui Ching	Noon
Saigon	Proper	12.30 P.M.
Manila	Leasing	1.30 P.M.
Saigon	Solomon	3.30 P.M.
Batavia and Wuchow	Kwong Yung	4.00 P.M.
Swatow	Kwong Yung	5.00 P.M.
Hoihow & Tamsui	Nam Wah	5.00 P.M.
Hoihow	Pirangang	Wednesday, 13th, 8.30 A.M.
Shanghai	Linan	10.31 A.M.
Swatow and Amoy	Van Overstraten	10.31 A.M.
Swatow and Bombay	Alipore	2.30 P.M.
Manila	Pres. Grant	3.30 P.M.
Manila	res. Toft	5.01 P.M.
Amoy	Kumang	5.01 P.M.
Japan, Fokio and Haiphong	Tungo Maru	Thursday, 14th, 9.30 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 1st June—and Europe via Siberia (correspondence specially superscribed "via Siberia" only. Ship sails at daylight on Friday, the 15th May)	Taming	10.30 A.M.
Bangkok	Yuenang	Friday, 15th, 8.30 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and EUROPE via Victoria, B.C.—due Victoria, B.C., 11th June	Yokohama Maru	Registration 8.45 A.M. Letters 9.30 A.M.
Japan, Canada, U.S.A., Central and South America, and EUROPE via Victoria, B.C.—due Victoria, B.C., 7th June	Talhybis	Registration 9.45 A.M. Letters 10.30 A.M.
Shanghai	Kalyan	10.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 17th June	Sardinia	Noon Registration 4.15 P.M. Letters 5.01 P.M.
Swatow, Amoy and Foochow	Hoi Yung	3.00 P.M.
Shanghai and Japan	Sicilia	5.00 P.M.
Straits and Egypt	Ajax	Saturday, 16th, 8.30 A.M.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America, and EUROPE via San Francisco—due San Francisco, 12th June	Taiyo Maru	Registration 4.15 P.M. Letters 5.00 P.M.
Hoihow and Haiphong	Mingyang	5.00 P.M.
Swatow, Amoy and Formosa	Kaijo Maru	Sunday, 17th, 9.00 A.M.
Straits and Egypt	Calchas	Monday, 18th, 2.30 P.M.
Swatow, Amoy and Foochow	Hoi Hwa	Tuesday, 19th, Noon
Manila, Australia and New Zealand via Thursday Island—due Thursday—1st May	Mishima Maru	Wednesday, 20th, 8.45 A.M. Registration 9.30 A.M. Letters 10.30 A.M.
Shanghai and Japan	Kiwan Maru	10.30 A.M.
Sandakan	Hinang	10.30 A.M.

*Correspondence bearing vessel's name only



LONDON SERVICE.

"CALCHAS" 18th May Marseilles, London, Rotterdam & Hamburg.
 "MACHAON" 25th May London, Rotterdam & Hamburg.
 "REXENOR" 1st June Marseilles, London, Rotterdam & Hamburg.
 "NELEUS" 8th June London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"AJAX" 16th May Genoa, Harve, Liverpool & Glasgow.
 "AUTOMEDON" 1st June Genoa, Harve, Liverpool & Glasgow.
 "INION" 20th June Genoa, Harve, Liverpool & Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
 "TAITEYBIUS" 15th May Victoria, Vancouver & Seattle.
 "TYNDAREUS" 11th June Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

(via SUEZ & PANAMA).
 "DIOMED" 7th June Boston, New York & Baltimore via Suez.
 "TITAN" 28th June Boston, New York & Baltimore via Suez.
 "BELLEROPHON" 19th July Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"SARPEDON" 16th June Singapore, Marseilles & London.
 "PATROCLUS" 24th July Singapore, Marseilles & London.
 "ANTENOR" 25th Aug. Singapore, Marseilles & London.
 "HECTOR" 20th Oct. Singapore, Marseilles & London.
 "SARPEDON" 17th Nov. Singapore, Marseilles & London.
 "PATROCLUS" 15th Dec. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire, Agents.

COMMERCIAL.

OPENING QUOTATIONS.

May 11th, 1925.

On London—	Telegraphic Transfer ...	2/3
Bank Bills, on demand ...	2/3 1/16	
Bank Bills, at 30 days' sight ...	2/3	
Bank Bills, at 4 months' sight ...	2/3 1/2	
Credit, at 4 months' sight ...	2/3 1/2	
Documentary Bills, 4 months' sight ...	2/3 1/2	
On Paris—	Bank Bills, on demand ...	1,050
Credit, 4 months' sight ...	1,150	
On New York—	Bank Bills, on demand ...	54 1/2
Credit, at 30 days' sight ...	56 1/2	
On Bombay—	Telegraphic Transfer ...	150 1/2
Bank Bills, on demand ...	150 1/2	
On Calcutta—	Telegraphic Transfer ...	150 1/2
Bank Bills, on demand ...	150 1/2	
On Shanghai—	Bank Bills, at sight ...	nom.
Credit, 30 days' sight ...	nom.	
On Yokohama—On demand ...	129 1/2	
On Manila—On demand ...	109 1/2	
On Singapore—On demand ...	98 1/2	
On Batavia—On demand ...	134 1/2	
On Haiphong—On demand ...	nom.	
On Saigon—On demand ...	82 1/2	
On Bangkok—On demand ...	82 1/2	
SOVEREIGN, Bank's Buying rate ...	8.64	
GOLD LIME, 100 fine, per ton ...	47	
RAW SILVER, per oz. ...	31 1/2	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000
 Issued and Fully Paid-up ... \$20,000,000
 Reserve Funds ... \$4,500,000
 Sterling ... \$2,500,000
 Silver ... \$2,500,000
 Reserve Liability of Proprietors ... \$20,000,000

Court of Directors.

G. M. YOUNG, Esq., Chairman.
 H. P. WHITE, Esq., Deputy Chairman.
 R. D. P. BELL, Esq., Hon. Mr. A. O. LANG.
 W. H. BELL, Esq., W. L. PATTERSON, Esq.
 A. H. COMPTON, Esq., J. A. FLEMING, Esq.
 Hon. Mr. P. H. HOLYOAK, T. G. WEALE, Esq.

Chief Manager.

A. H. BARKER, Esq.

Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in Local Currency and Foreign Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 21st February, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES. For the Hongkong & Shanghai Banking Corporation.
 A. H. BARKER, Chief Manager.
 Hongkong, 7th January, 1925. [26]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
 Reserve Fund ... £2,000,000
 Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 15th, 1925. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN CHINESE).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... Yen 52,000,000
 Reserve Fund ... Yen 12,800,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

CHINA—Ginai, Kagi, Kanku, Keelung, Makung, Nanto, Pines, Suichow, Tachia, Tainan, Takow, Tamsui, Tientsin, Aiko.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

CHINA—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTRY WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Siam, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

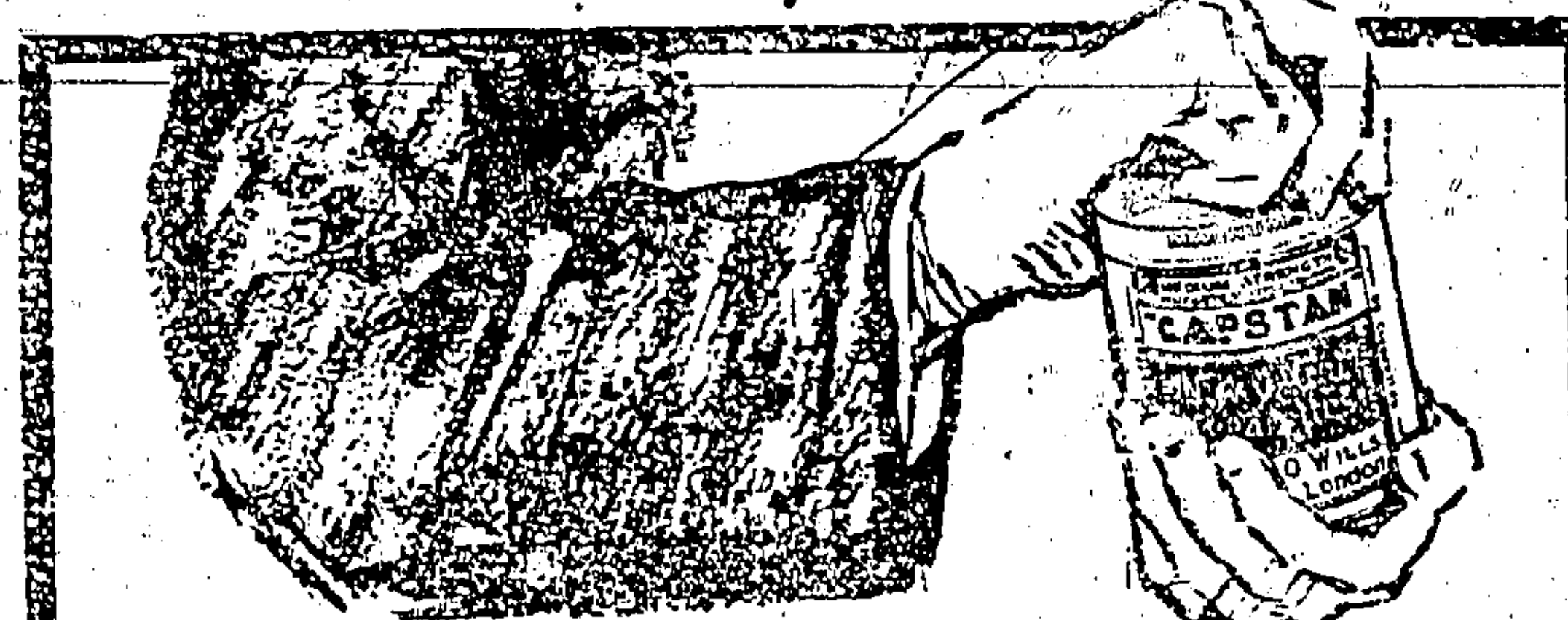
Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO, Manager.
 Hongkong Branch,
 4, Des Voeux Road,
 Hongkong, 25th June, 1924.

POP SAYS—



Fresh air's fine—but cigarettes deteriorate in fresh air.



CAPSTAN
CIGARETTES

PACKED IN AIR-TIGHT TINS

THE MERCHANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 4.

Authorized Capital ... £3,000,000
 Paid-up Capital ... £1,800,000
 Reserve Fund ... £1,200,000

BRANCHES:

THE BANK OF ENGLAND

MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Manila, Calcutta, Rangoon, Penang, Singapore, Colombo, Karachi, Port Louis, Soerabaya, Delhi, Kota Bharu (Malaysia).

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAYE DEPOSIT (Boxes To Let).

KAN TONG PO, Chief Manager.

Hongkong, 16th February, 1925. [33]

THE BANK OF CHINA.

行銀國中

(Specially authorized by the Provisional Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital ... \$40,000,000.00

Paid-up Capital ... 18,275,000.00

Reserve Funds ... 3,429,433.34

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central, Hongkong, April 17th, 1925. [39]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris, 8.

Subscribed Capital ... Frs. 75,000,000.00

Paid-up Capital ... Frs. 42,400,000.00

Reserve Fund ... Frs. 59,677,332.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Manilla, Shanghai, Canton, Peking, Singapore, Tientsin, Hankow, Yunnan, Hanoi, Pondicherry, Yanchow.

LONDON BRANCH:

LONDON BRANCH: National & Commercial Bank of India, Ltd., 1, Abchurch Lane, London, E.C. 4.

LONDON BRANCH: The National Provincial and Union Bank of England, Ltd., 54, Abchurch Lane, London, E.C. 4.

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THE BANK OF EAST ASIA, LTD.

HEAD OFFICE—HONGKONG.

Authorized Capital ... \$10,000,000
 Paid-up Capital ... 5,000,000
 Reserve Fund ... 1,000,000

DIRECTORS:

Hon. Mr. Chow Shou Son, Chairman.

Pung Ping Shan, Ng Ching Lok, Hui Yuh Tai, Li Koon Chun, Fong Wai Ting, Kan Ying Po, P. K. Kwok, Mok Ching Kong, Chan Ching, Wong Yuen Tong, Shek.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

SAYE DEPOSIT (Boxes To Let).

KAN TONG PO, Chief Manager.

Hongkong, 16th February, 1925. [33]

THE BANK OF CHINA.

行銀國中

(Specially authorized by the Provisional Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital ... \$40,000,000.00

Paid-up Capital ... 18,275,000.00

Reserve Funds ... 3,429,433.34

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central, Hongkong, April 17th, 1925. [39]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris, 8.

Subscribed Capital ... Frs. 75,000,000.00

Paid-up Capital ... Frs. 42,400,000.00

Reserve Fund ... Frs. 59,677,332.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Manilla, Shanghai, Canton, Peking, Singapore, Tientsin, Hankow, Yunnan, Hanoi, Pondicherry, Yanchow.

LONDON BRANCH:

LONDON BRANCH: National & Commercial Bank of India, Ltd., 1, Abchurch Lane, London, E.C. 4.

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NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

NEDERLANDSche TRADING SOCIETY, B.V.

Established 1824.

Hongkong Branch established 1868.